AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 29.] SATURDAY, JULY 20, 1872. [WHOLE No. 1,891, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Railroad Corporations and their Relations to the Public 905
Texas and Pacific Railroad....906
Toledo, Wabash and Western Railway....906
Imports of Dry Goods....908
Short Platforms....908
Wellington, Grey and Bruce Railway....909
Columbus and Hocking Valley Railroad....909
Railroad Earnings....910
Chesapeake and Ohio Railroad....911
Federal and State Securities....913
Dividend and Interest Tables....912, 914
Railroad Share List....922
Stock Exchange and Money Market....929
Journal of Railroad Law....932
San Francisco and St. Louis Railroad....933

American Railroad Journal.

New York, Saturday, July 20, 1872.

Montreal and Champlain Railway.

From the report of this company to the end of the year 1871 it appears that the revenue under the agreement of the Grand Trunk Co. has amounted to $124,989 81, the largest amount accrued since the arrangement was entered into. The balance against revenue at the end of 1870, viz., $29,631 has been reduced to $14,824, notwithstanding the items which were in suspense at the close of that year, viz., $22,340, have been charged against the account. The company is practically out of debt, and no charges are now being incurred for interest on borrowed money. The joint committee report that full justice has been done to the line and rolling stock; that the increase in the gross revenue in the joint undertakings in 1871 over 1870 was $1,036,194, and that there has been an increase of about $300,000 since 1st January last. The gross receipts of the united undertakings in 1864 were $5,579,824; in 1871 they were $8,327,955; the amount of the Preferred Stock Sinking Fund, $34,600, an asset which will be realized on the completion of the arrangements with the Grand Trunk Co. for the purchase of the stock, and the amount will be divisible among the stockholders.

INVESTMENT SECURITIES.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from U. S. tax to the holder, and are secured by a first and only mortgage on

1. The Railroad, its Right of Way, Franchise Rolling Stock, and other Property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations without cost to the investor.

JAY COOKE & CO.,
New York, Philadelphia and Washington.

FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

Railroad Corporations and their Relations to the Public.

It is a never failing expedient with a certain class of demagogues, resorted to for a variety of purposes, to assail those corporations which have been organized to construct and operate railroads, ranking them among the more dangerous and insidious enemies of our institutions. And especially has it been the fashion to deprecate with much earnestness, the consolidation of railroad companies, even under circumstances which, from business considerations, seem to demand such a course. With much prating, the ideas of these people have become so fixed upon the public mind, as to largely influence the course of railroad expansion and the legislation in reference thereto; in fact, we believe that in the fundamental law of at least one State, the consolidation of "rival" railroads is prohibited.

This is all wrong. The business of building and operating railroads may, like other pursuits, be safely left to the control of purely business considerations. It is a business whose dealings with the public are of a familiar, every-day character. A railroad cannot hide itself from the public, nor can its management escape daily scrutiny and criticism. It is a business dependent in an unusual degree upon the confidence and good will of the public. Railroad corporations are no more likely to become dangerous in any political sense than manufacturing corporations. We have seen our great shipping interest uniting, and forming a Free Trade League, enter upon an active and avowed effort to influence the Legislation of Congress in a manner to promote their affairs. We have seen our great manufacturing corporations pursuing a similar course, and the efforts of the League combatted by them with the most vigorous measures; and yet nobody has seen fit to declare that our political institutions were in any manner or extent endangered thereby. The banks of New York have united in a clearing house, designed for their mutual convenience and protection. Probably, in the hands of bad men, it could be made an instrument of much wrong; the associated banks of New York have undoubtedly exerted a potent influence upon the financial legislation of the country—not ad-

versely, it may be assumed, to their own interests. But what of that? Has anybody felt that his political rights were in danger? Not one. Then why single out railroads and railroad corporations for assault? Why should they be made objects of aspersion and assault? Property is naturally timid. As our railroads increase in value, the less will their managers feel inclined to provoke popular prejudice or excite popular alarm. They will be much more inclined to refrain from meddling in public affairs, than will politicians be inclined to keep their hands off the railroads; and we have no doubt that whatever interest railway officials may seem to take in party politics is not from choice, but grows out of the circumstances in which they find themselves. There should be no more need that the managers of a railway should be conspicuous in political affairs than the directors of a bank or manufacturing corporation; that the fact is otherwise, is the result of the clamor against railway corporations which we have referred to and condemned.

It will be well for our country when the management of our railroads is in fewer and more experienced hands. There is no danger from great corporations. One or a few great corporations, if going wrong, are much more easily contended against, than a number of smaller ones, united by several interests, and exerting an influence upon a portion of the community which large corporations would overlook or could not reach.

In operating a railroad over a long line of communication, extending from one section of the country, it must be apparent to the dullest apprehension that economy, efficiency and safety will be promoted by placing the whole under one direction. For example, what a vast improvement would result from placing railway communication between New York and New Orleans under the control of one corporation. What measure of efficiency would be attained, and what measure of public confidence secured, by the Pacific Railway, if every few hundred miles it passed under a distinct direction. Witness the vast improvement that has been made in our railroad communication with the great West, since, by means of leasing and other expedients, the management of connecting lines of railroad has been practically concentrated. We need not pursue the object further; and conclude with repeating the sentiment, that the building and operation of railroads may be safely left to the considerations which control other business enterprizes.

Texas and Pacific Railroad.

This contemplated railroad, says the San Francisco *Chronicle*, begins at Marshall, Texas, about 300 miles west of New Orleans, and runs through Texas, Mexico, and Arizona, on the line of the thirty-second parallel, terminating at San Diego, in California. It has a land grant of 13,500,000 acres. This road has also a large moneyed subsidy from the State of Texas when it shall be completed to the western line of that State. This road running about 200 miles south of the Atlantic and Pacific road, may, by southern branches, be extended to the City of Mexico; the Mexican branch would be about 800 miles in length, and when completed San Diego would be brought into contact with the trade of the two rich States of Sinaloa and Sonora. This road is authorized to connect at the Colorado, near Fort Yuma, with the Southern Pacific Railroad; thus bringing the Southern and Mexican trade direct to San Francisco over the Southern Pacific road. The Southern Pacific is now being pushed rapidly through the valley of the San Joaquin, is already completed to Visalia, and by September will be at Bakersfield, in Kern County. This point is about 250 miles from the proposed point of junction with the Texas and Pacific road. The Texas and Pacific road is authorized by Congress to mortgage their lands, and it has already issued construction bonds upon the security of the lands. This company has commenced work on the eastern end, and is compelled by its charter to build 100 miles each year, and upon the western end to construct twenty-five miles per annum after this year. The general line of the road is along the thirty-second parallel. This company is under the management of Thomas Scott, of the Pennsylvania Railroad, and he promises to push the matter with the utmost expedition. For 450 miles through Texas the lands are prolific, and will be of great value as soon as they are accommodated by the road. It is safe to predict that this road will be finished in three or four years from this date, and thus open up not only in our State, but in Arizona and New Mexico, an area of territory now almost inaccessible, and make a large reach of it tributary to our State and city, and giving it an independent through line to the Southern States, open at all seasons of the year.

Toledo, Wabash and Western Railway.

The revenues and expenditures of the operating department of this road for the fiscal years 1870 and 1871, compare as follows:

Revenue:	1870.	1871.
From passengers	$1,242,891 95	$1,228,193 41
" freight	3,009,025 68	4,027,722 93
" mails	81,993 75	84,200 04
" express	78,595 88	97,652 12
" miscellaneous	132,133 66	298,897 41
	$4,544,640 92	$5,736,665 91
Expenditures, viz:		
Renewal of iron and superstructure	$450,203 81	$527,249 18
Maintenance of roadway and structures	663,272 10	659,936 71
Maintenance of cars, engines, &c	468,278 54	519,603 61
General expenses, including taxes	1,654,510 05	2,070,038 43
	$3,236.264 50	$3,776,827 93
Net revenue	$1,308,376 42	$1,959,837 98
Balance of income from previous year		478,771 79
Capital stock sold		2,680,000 00
Total		$5,118,609 77
Thus accounted for—		
Construction and equipment		$1,357,571 10
Interest account		1,353,494 08
Discount on capital stock		1,245,097 32
Profit and loss		139,984 56
Balance carried to next year		1,022,462 71
Total, as above		$5,118,609 77

Compare with the previous year, the gross revenue of 1871 shows an increase of $1,192,024 99; with an increase in expenditures of $540,563 43—making the increase in net revenue $651,461 56.

The receipts from all sources, and total disbursements in 1871, were as follows:

RECEIPTS.

Gross revenue for 1871	$5,736,665 91
Proceeds of stock sold	1,434,902 68
Decrease in wood	44,137 05
Road and individuals	16,637 55
Hannibal and Naples R. R. Co	138,000 00
Pullman Palace Car Co	44,977 50
Total	$7,415,320 69

DISBURSEMENTS.

Operating expenses for 1871		$3,776,827 93
Construction		379,960 27
Equipment		977,610 83
Interest (less coupons unpaid)		1,333,789 00
Interest coupons of previous years		7,185 75
Bills payable		46,043 60
Paid over draft of 1870 at Toledo		379,972 70
Jacksonville depot stock		441 37
Hannibal and Naples R. R. interest account		55,058 44
Pekin Telegraph line		1,006 19
Profit and loss		34,954 52
Assets for the year	$544,069 51	
Less overdrawn at Toledo	121,599 42	
		422,470 09
Total, as above		$7,415,320 69

The company commences the year with the following available assets, viz:

First mortgage bonds G. W. R. R. Co. of 1859		$16,000 00
Redemption fund, Gt. Western 10s		3 040 65
Supplies, materials on hand		213,779 83
Supplies, fuel on hand		65,757 56
Supplies, ties on hand		17,997 64
U. S. post office department		467 00
Hannibal and St. Joseph R. R. Co		419 02
Illinois & Mississippi Telegraph Co.		11,950 00
Jacksonville depot		4,206 85
Quincy R. R. Bridge		3,900 00
South Shore Line		800 00
Buffalo and Erie R. R. Co		567 05
Pullman Palace Car Co		13,973 32
Decatur and State Line R. R. Co		3,876 88
Red Line Transit Co		579 06
Lake Shore & Mich. South. R. W. Co		10,388 41
Snell, Taylor & Co		8,041 97
Indianapolis, Cincinnati and Lafayette R. R. Co		10,634 41
Uncollected passenger earnings		653 77
Uncollected freight earnings		4,766 73
Due from Railroads and individuals		4,951 19
Hannibal Bridge Company		18,870 94
Wabash Equipment Co		179,125 00
Cash on deposit in New York		371,251 96
		$965,999 24
Less cash overdrawn at Toledo	$121,599 42	
Bills payable	10,647 00	
		132,246 42
Total available assets		$833,752 82
The gross earnings of the road for the current year were		$5,736,665 91
The entire operating expenses including taxes were		3,776,827 93
Balance		$1,959,837 98
The total interest on the bonded debt and preferred stock, including capitalized roadway at Quincy and Hamilton		1,359,120 00
Leaving a net balance of		$600,717 98

Although the net profits of the year were equivalent to four per cent. on the entire common stock of the company, the directors, after a full and candid consideration of the subject, concluded it to be the dictate of sound policy, to omit the payment of a dividend and use the surplus for procuring additional equipment and otherwise promoting the efficiency of the road.

An analysis of the earnings of the present year shows a decrease of $14,698 54 in the passenger earnings, and an increase of $1,018,697 25 in freight and $188,026 28 in mail, express and miscellaneous earnings.

The inconsiderable decrease of passenger earnings is about equally divided between the through and local business, and considering the prevailing depression in this branch of business throughout the whole western country, the results of the year are not discouraging.

The important gain realized in our freight traffic,

is no doubt primarily due to the natural increase of tonnage with each recurring year, still it is obvious that the unusually heavy movement of grain and flour, has more immediately contributed to produce this result, as the following will show:

	1870.		1871.	
Wheat....	2,199,031	Bushels.	2,786,948	Bushels.
Corn.....	5,008,400	"	9,697,632	"
Oats	1,612,759	"	1,995,710	"
Barley and Rye....	130,093	"	110,222	"
	8,950,283		14,590,512	"
			8,950,283	"
Increase			5,640 229	"
Flour, 1871			620,556	Barrels.
" 1870			495,120	"
Increase.....			125,436	"

Making a total movement for the year 1871 (reducing flour to bushels) of 18,053,282 bushels, being an increase of 6,267,409 bushels over the previous year.

In this connection it seems but a simple act of duty to state that, notwithstanding the operations of the year indicate a marked increase in freight earnings, it is painfully apparent that the amount actually realized was, at a moderate calculation, fully two millions of dollars less than it ought and would have been, had our Eastern connections furnished the requisite facilities for receiving and forwarding our freight with reasonable promptitude. While it is difficult to measure the full extent of the losses sustained in consequence of this circumstance, they are partially disclosed in the frequent revocation of orders for freight cars, which often extended to the number of two and three thousand cars in the space of a single week. Indeed, the experience of the year in our freight operations, has been little else than a constant and daily reiteration of blockades, paralyzing shippers, and proving essentially ruinous to the business of our Road. This subject however, is thus referred to with no motive of recrimination or censure, but that the shareholders may clearly and fully understand why, with a traffic pressing upon every division of the Road sufficient to have produced a satisfactory dividend, the Company were rendered wholly and utterly powerless to earn it.

In pursuance of the confirmation of certain leases by the Stockholders of this Company at their meeting held in November, we have acquired the control and management of several newly constructed lines of railway. The primary object in securing the possession of these new Roads, was to attract to our own line a large and increased share of the growing business of new and productive sections of country lying immediately west of us, and secondarily to anticipate rival lines in the occupation of territory naturally tributary to our own Road, and thus prevent the diversion of an important traffic, which if left untrammeled would inevitably seek the advantages of our own shorter and more eligible route.

The leases thus far made include the following Roads, and the conditions of their possession involve an obligation on the part of this Company to pay seven per cent. interest per annum on the bonded debt of each, viz:

The Pekin, Lincoln and Decatur Railroad—Length, 67.2 miles: Bonded Debt (1st mortgage), $1,076,000.

The Hannibal and Naples Railroad, including Pittsfield Branch of 7 miles—Total length, 52 miles; Bonded Debt, 1st mortgage, $675 000; 2d mortgage, $225,000. Total Bonded Debt, $900,000.

The Hannibal and Central Missouri Railroad—70.2 miles; Bonded Debt, 1st mort. $1,100,000; 2d mortgage, $250,000. Total Bonded Debt, $1,350,000.

The Indiana Division of the Lafayette, Muncie and Bloomington Railroad—Length, 36.9 miles; Bonded Debt, 1st mortgage, $600,000; and the Lafayette, Bloomington and Mississippi Railway—Length, 80.3 miles; Bonded Debt, 1st mortgage, $1,300,000. Total Bonded Debt, $1,966,000.

The Camp Point and Quincy Division of the Chicago, Burlington and Quincy Railroad (by joint occupation)—Length, 22 miles; with obligations to pay ten per cent. on a valuation of $400,000.

Total Length of Leased Roads.....328.6 miles.
Total Bonded Debt of the same.... $5,692,000.

The whole number of miles of railway owned and leased by this company, are as follows:

Owned:

Ohio division.....	75.5 miles.	
Indiana "	166.1 "	
Illinois "	210 "	
Keokuk "	41.2 "	
St. Louis "	109 "	
Naples "	4 "	
		605.8 Miles.

Leased:

Pekin and Decatur.....	67.2 miles.	
Hannibal and Naples....	52 "	
Hannibal and C. M.....	70.2 "	
Lafayette& Bloomington.	117.2 "	
Camp Point and Quincy.	22 "	
		328.6 Miles.
Total		934.4

The Company has added to its equipment during the year fifty-two first class locomotive engines, and about six hundred cars of various classes, at a cost of $957,605 87.

At the close of the year, the equipment stood as follows:

Locomotive Engines.....	182
Passenger, Mail and Baggage Cars.....	92
Freight Cars, all classes.....	3,400

Besides the large amount of manufacturing and general repairs done at the shop of the Company, there were built two Pullman drawing-room coaches for the Pullman Co., and one hundred and seventy-five box cars for the Lake Shore and Michigan Southern R. W. Co.

An arrangement was recently concluded whereby we are to secure a further increase to our rolling stock by an addition of seven locomotives and about eight hundred freight and other cars, which are to be delivered upon the road during the early part of 1872. This large accession to our equipment is to be obtained upon advantageous terms for our company, and will supply a deficiency that has hitherto seriously crippled the operations of the Road.

The renewals and repairs of the track generally have been prosecuted with more than ordinary care and thoroughness during the present year, and the improvement made have been much more extensive than have usually been made in previous years. The renewal of iron especially has been large, exceeding ten thousand tons of new, and six thousand tons of repaired iron.

The following comprise some of the improvements made:

New iron put into the track.....	111	Miles.
Iron taken out, repaired and replaced	64	"
New steel put into the track.....	9	"
New side tracks.....	6	"
New ties	197,677	"

Early in the season a substantial iron bridge, of 677 feet in length, was erected on the Maumee River at Defiance, and in the autumn, a like structure, of 511 feet in length, was erected over Wild Cat River, west of Lafayette, at a total cost of $83,300.

The aggregate capital of the Company remains unchanged, to wit, $15,000,000 of general stock, $1,000,000 preferred stock, and $17,700,000 of the various classes of bonds heretofore recapitulated. The only change made in the status of the bonded debt is the redemption and cancellation of $683,000 ten per cent. bonds, issued by the Great Western R. R. Co., and the substitution therefor of a corresponding amount of seven per cent. bonds, issued by that Company and held in trust for that purpose, and the issue of ten per cent. bonds for which a like amount of seven per cent. bonds are held in trust for their payment or substitution.

TREASURER'S GENERAL BALANCE, DEC. 31, 1871.

Road bed and equipment.....	$33,683,000 00
First mortgage bonds, Griswold and others, trustees.....	5,000 00
First mort. bds., G. W. R. R. Co., 1859.....	16,000 00
Sinking fund consolidated bonds..	75,000 00
Redemption fund, Great Western 10s	3,040 65
Supplies, materials on hand.....	213,779 83
" fuel on hand.....	65,757 56
" ties on hand.....	17,997 64
U. S. post office department.....	467 00
Quincy and Palmyra R. R. Co....	22,223 95
Hannibal and St. Joseph R. R. Co.	419 02
Illinois & Mississippi Telegraph Co	11,950 00
Jacksonville depot.....	4,206 85
Quincy R. R. bridge.....	3,900 00
South Shore Line.....	800 00
Buffalo and Erie R. R. Co.....	567 05
Pekin Telegraph Line.....	1,006 19
Pullman Palace Car Co.....	18,978 32
Hannibal & Naples R. R. (cur act.)	56,183 30
Decatur and State Line R. R. Co..	3,876 88
Red Line Transit Co.....	579 06
Hannibal & Naples R. R. (int. act.)	79,592 57
Lake Shore and Michigan Southern R. W. Co.....	10,388 41
Snell, Taylor and Co.....	8,041 97
Indianapolis, Cincinnati and Lafayette R. R. Co.....	10,634 41
Uncollected passenger earnings...	653 77
Uncollected freight earnings.....	4,766 73
Due from railroads & individuals.	4 951 19
Hannibal and Cent. Mo. R. R.....	8,242 46
Hannibal Bridge Co.....	18,870 94
Wabash Equipment Co.....	179,125 00
Cash on deposit in New York.....	371,251 96
	$34,896,247 71
General stock.....	$15 000,000 00
Preferred stock.....	1,000,000 00
First mortgage bonds Toledo and Ills. R. R. Co.....	900,000 00
First mortgage bonds, Lake Erie, W. and St. L. R. R. Co.....	2,500,000 00
First mortgage bonds, Gt. W. R. R. Co., (west of D).....	4,000 00
First mortgage bonds, Gt. W. R. R. Co., 1859.....	2,500,000 00
First mortgage bonds, Quincy and Toledo R. R. Co.....	500,000 00
First mortgage bonds, I. and S. I. R. R. Co.....	300,000 00
Second mortgage bonds, T. and W. R. R. Co.....	1,000,000 00
Second mortgage bonds, W. and W R. W. Co.....	1,500,000 00
Second mortgage bonds, Gt. W. R. R. Co., of 1859.....	2,500,000 00
Equipment bonds, T. & W. R. W. Co	600,000 00
Consolidated mortgage bonds, T., W. and W. R. W. Co.....	2,700,000 00
First mortgage bonds, D. and E. St. Louis R. R. Co.....	2,700,000 00
Bills payable.....	10,647 00
Coupons.....	37,538 58
Cash overdrawn at Toledo.....	121,599 42
Balance of income account.....	1,022,462 71
	$34 896,247 71

President.—AZARIAH BOODY.

Ass't President.—J. N. DRUMMOND.

Vice President.—A. ANDERSON.

Directors.—Azariah Boody, A. M. White, Isaac H. Knox, William Kidd, A. B. Baylis, Augustus Schell, Horace F. Clark, A. M. Ferris, Geo. Cecil, H. B. Payne, R. J. Capron, J. H. Banker, Amasa Stone, Jr., S. B. Chittenden, Sheppard Gandy.

Secretary and Treasurer.—WM. B. CORNEAU.

General Sup't.—GEORGE H. BURROWS.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$736,746	$261,774
" cotton...	766,237	523,865
" silk	1,220,577	1,054,398
" flax	658,761	457,759
Miscellaneous dry goods..	476,179	344,020
Total entered for consump.	$3,858,500	$2,641,816

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$462,110	$375,052
" cotton ...	196,096	279,014
" silk.....	182,663	178,604
" flax	244,016	262,735
Miscellaneous dry goods..	59,523	81,805
Total withdrawn from warehouse	$1,144,408	$1,177,210
Add entered for consump.	3,858,500	2,641,816
Tot. thrown on the market..	$5,002,908	$3,819,026

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$660,978	$1,402,850
" cotton ...	488,477	556,953
" silk.....	536,742	465,362
" flax	289,875	448,668
Miscellaneous dry goods..	117,200	205,992
Total entered for wareh'g..	$2,093,272	$3,079,825
Add entered for consump.	3,858,500	2,641,816
Total entered at the port..	$5,951,772	$5,721,641

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$12,411,635	$12,197,220
" cotton.	11,539,775	12,546,557
" silk ...	15,377,333	14,425,038
" flax ...	6,361,411	7,055,047
Miscellaneous dry goods	5,388,807	5,472,371
Total entered for cons'p.	$51,078,961	$51,696,233

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$5,528,463	$6,801,572
" cotton..	2,967,807	3,967,462
" silk	3,280,927	4,780,764
" flax	3,027,816	3,345,165
Miscellaneous dry goods.	859,523	999,903
Total withdrawn from warehouse	$15,664,536	$19,894,866
Add entered for consump.	51,078,961	51,696,233
Total thrown on the market.....	$66,743,497	$71,591,099

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$6,044,435	$8,271,338
" cotton..	3,556,120	4,579,319
" silk	3,733,032	5,434,461
" flax	2,297,891	3,698,915
Miscellaneous dry goods.	1,085,939	1,539,237
Total entered warehouse.	$16,717,417	$23,523,270
Add entered for consump.	51,078,961	51,696,233
Total entered at the port.	$67,796,278	$75,219,503

The imports of foreign dry goods at New York for the fiscal year ending with June were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool ...	$24,968,024	$26,823,462
" cotton..	18,970,168	20,426,166
" silk.....	28,294,801	27,075,382
" flax.....	11,887 895	12,984,178
Miscellaneous dry goods.	9,802,859	10,576,551
Tot. entered for consump.	$93,923,747	$97,885,739

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool ...	$11,654,631	$13,573,523
" cotton..	4,637,998	5,985,372
" silk.....	5,972,835	8,719,039
" flax.....	5,450,083	5,371,511
Miscellaneous dry goods.	1,357,283	1,637,943
Total withdrawn from warehouse.....	$29,072,830	$35,287,388
Add entered for consump.	93,923,747	97,885,739
Total thrown on market..	$122,996,577	$133,173,127

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool ...	$12,628,703	$16,105,450
" cotton..	5,460,494	7,107,379
" silk.....	7,541,331	6,896,340
" flax.....	4,893,472	6,588,469
Miscellaneous dry goods.	1,675,463	2,320,525
Total entered for warehousing	$32,199,463	$42,018,163
Add entered for consump.	92,923,747	97,885,739
Total entered at the port.	$126,123,210	$139,903,902

The imports of foreign dry goods at New York for the fiscal year ending June 30, were:

	1870.	1871.	1872.
July	$7,936,470	$6,990,722	$10,247,622
August...	12,775,441	14,002,482	19,632,708
September.	8,956,602	11,076,597	12,194,996
October...	6.059,108	9 365,558	8,611,975
November.	5,746,185	8,957,238	7,977,509
December.	3,768,779	7,934,235	6,019,589
January..	7,629,753	8,442,025	12,967,922
February .	10.796,404	14,548,882	17.559,528
March....	12,983,106	18,129,012	17,917,463
April.....	7,982 484	11,062,459	11,231,677
May	7,221,398	9 662,228	9,821,272
June	4,558,546	5,951,772	5,721,641
	$96,414,276	$126,123,210	$139,903,902

The imports of dry goods at New York for the year ending with June, were:

	1870-71.	1871-72.
Manufactures of wool...	$37,596,727	$42,928,912
" cotton..	24,430,662	27,533 545
" silk....	35,836,132	36,971,722
" flax ...	16,781,367	19 572 647
Miscellaneous dry goods	11,478,322	12,897,076
Total imports	$126,123,210	$139,903,902

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

Year.	Value.
1850-1	$64,613,747
1851-2	57,221,062
1852-3	79,192,513
1853 4	92,389,627
1854-5	62,918,443
1855 6	85,898,690
1856-7	92,669,088
1857 8	67,317,736
1858-9	93,549,083
1859-60	107,843,205
1860-1	83,310,345
1861-2	38,155,720
1862-3	61,963,037
1863-4	83,234,966
1864-5	49,853,939
1865-6	137,055,834
1866-7	103,407,278
1867-8	77,254,182
1868 9	92,499,842
1869-70	96,414,276
1870-1	126,123,210
1871-2	139,903,902

All the above figures represent only the foreign cost of the goods in gold, freight and duty not included.

Short Platforms.

The Court of Error was occupied on 17th inst. with one of those cases which are so frequent, and have been so often before the Courts, arising out of accidents resulting in injuries to passengers in getting out of trains. In this case the Great Eastern train, at Edmonton, had drawn up in the dark, and the name of the station—Edmonton—was called out. The carriage in which Mr. Gill, the plaintiff, was travelling stood opposite a part of the line where the platform was not continued, and the plaintiff on getting out, having nothing to put his foot upon, fell and was injured. The jury gave him a verdict, finding as a fact that there was no negligence on his part, and awarding 10*l.* damages. The Judge who tried the case, however (Mr. Justice Blackburn), reserved the question of liability as one of law, and the Court of Queen's Bench (Mr. Justice Blackburn, Mr. Justice Mellor, and Mr. Justice Lush) held that there was none. This was on the authority of the case of "Bridges *v.* the Great Northern," where, out of seven Judges, four held that, under similar circumstances, there was what is called contributory negligence—that is, in plain English, that it was the plaintiff's own fault. But three Judges held otherwise, the Lord Chief Baron, Mr. Justice Willes, and Mr. Justice Keating, and there had been an earlier case against the Bristol and Exeter, in which the Court of Error had held unanimously in a similar case in favor of the plaintiff. In a subsequent case last term, a case of "Cockell *v.* the South Eastern," this Court, then constituted by the Lord Chief Justice, Mr. Justice Blackburn, Mr. Justice Mellor, Baron Pigott, and Baron Cleasby, followed the authority of that case, which was in substance the same as the present, and was therefore relied on by the plaintiff as conclusive, and so considered by the Court.

The Lord Chief Baron said, in giving judgment, that this case might be distinguished from Bridges' case, and was the same as Cockell's case. In Bridges' case the majority of the Judges had rested their decision partly on the ground of negligence in the plaintiff, though how they made that a question of law he did not know. But here the jury had expressly negatived it. The case, therefore, was clear of any negligence on the plaintiff's part, and therefore, free from the authority of Bridges' case, and then it came clearly within the principle of Cockell's, for there was evidence of negligence on the part of the company's servants in drawing up the train as they had done, apparently inviting the passengers to alight at a place where it was unsafe to do so, and, therefore, according to Cockell's case, the latest case in this Court, the plaintiff was clearly entitled to recover.

Baron Martin concurred, though of opinion that the last case was stronger against the plaintiff than this. There was, it appeared, a difference of opinion among the Judges on the subject, and he did not know how it was to be settled.

Mr. Justice Willes concurred in the judgment. It is, he said, clearly the duty of the carrier to abstain from exposing passengers to unusual danger, and it is particularly his duty to give passengers the proper opportunity of alighting with safety at their destination, and that involves this—that the company's servants are not to mislead them into imagining that they may alight with safety at a spot which is unsafe for the purpose. The jury here was justified in concluding that the plaintiff did not receive the injury by reason of any fault on his own part, but, through the fault of the company's servants in putting him in a position in which he might reasonably suppose he was to get out, but where, in fact, it was unsafe for him to get out.

Mr. Justice Byles also concurred. The case of "Cockell against the South Eastern," he said, was precisely in point, and decided that drawing up a train at a spot without light, and where it was unsafe to get out, was evidence of negligence which would support a verdict against the company in the absence of contributory negligence. Mr. Justice Keating and Mr. Justice Brett also concurred. The case came clearly within the

principle of Cockell's case; and as to Bridges', he had the greatest difficulty in understanding it, except in peculiar and exceptional circumstances.

Judgment for the plaintiff, reversing the judgment of the Queen's Bench.—*London Railway Times, June* 22.

Illinois Central Railroad.

The statement of this Company for the month of June, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,142.78 for	$18,848 06
Acres Inter't Fund Lands Sold	30.85 for	154 25
Acres Free Lands Sold	160.00 for	2,504 00
Total sales during the m'th of June, 1872	2,333.63 for	$21,506 31
To which add Town Lot Sales	..... for	20 00
Total of all	2,333.63 for	$21,526 31
Cash collected in June, 1872		$57,252 20

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$359,565 00	$69,473 00	$429,038 00
Passengers	103,888 15	37,083 85	140,972 00
Mails	6,375 00	3,059 33	9,434 33
Other sources	59,625 00	2,340 67	61,965 67
Tot'l June'72	$529,453 15	$111,956 85	$641,410 00
Total actual earn'gs, June, 1871	$598,478 24	$120,243 61	$718,721 85

Wellington, Grey and Bruce Railway.

At the recent annual meeting of the stockholders of this company, in Hamilton, Ca., the Secretary, Mr. Wm. McCullough, read the report of the directors for the past year, as follows:—

The directors have now the pleasure of submitting their fifth annual report. At the date of the last report the line was in operation from Guelph to Alma, a distance of 23¼ miles. Since then it has been opened from Alma to Clifford, a distance of 32 miles, making the line now open 55¼ miles, up to which point it has been accepted, equipped and operated by the Great Western Company, according to the agreement between that company and the Wellington, Grey & Bruce Company.

The conditions of the agreement between the company and the County of Bruce bind the company to finish the line to Paisely by the 7th June, 1872, and to Southampton by 7th December, 1872. The directors have pleasure in reporting that the contractors are proceeding so satisfactorily with the works that these conditions will be complied with in ample time.

The directors have to inform you that the Government of Ontario, at its last session, granted $2,000 per mile out of the "Railway Aid Fund," as a bonus for the line from Harriston to Southampton, a distance of 53½ miles, but with the proviso that the county of Bruce should be allowed to retain out of the $250,000 voted as a bonus by that county, the sum of $43,000; thus making the amount of the Government Subsidy to the main line equivalent to $64,000.

The operation of the line has been entirely satisfactory—the traffic having shown a steady increase. The interest on the bonds has been promptly met, and the fund laid aside by the Great Western Railway Company for acquiring the bonds of this company under the agreement, amounted in the half year ending 31st January, 1871, to $7,609 16; in the last year year ending 31st July, 1871, to $4,962 38; and for the half year ending 31st January, 1872, to $7,098 96, making a total of £4,000 of bonds acquired by the Great Western Company up to the 31st January, 1872.

Since the last annual meeting arrangements have been completed for the construction of the South Bruce or Southern Extension branches from the main line at the village of Palmerston, 42¾ miles from Guelph, and will extend to Kincardine on Lake Huron, a distance of 67 miles. The bonuses voted for this extension amount to $255,000. Therefore the amount which the company has available for building to Kincardine is as follows:—

Bonuses from municipalities	$255,000
Bonds issued, sanctioned by the Great Western R. Co. at $10,000 per mile	670,000
Total	$925,000

Or nearly $14,000 per mile.

Surveys were made and tenders were asked for the building of the line to Listowel—9 miles—and on the 17th of December, 1871, the first sod was turned at Listowel, Messrs. D. D. Hay & Co. having received the contract. Tenders were also asked for the construction of a further length of 30 miles to Wingham, and in February last, the contract was awarded to W. Hendrie, Esq., of Hamilton. A supply of iron sufficient to cover the whole distance above named, and the rails will be delivered in the fall of this year. The directors hope that the line can be opened for the traffic of this fine district before the close of the present year, which will be a year in advance of the time required by the agreement with the municipalities.

Columbus and Hocking Valley Railroad.

At the regular monthly meeting of the Directors, held yesterday, the semi-annual exhibit of the affairs of the company was presented, showing a highly satisfactory condition. The past, present and future of the road were fully and freely discussed—and after a thorough examination into all departments of the road, the Directors concluded unanimously to announce to the stockholders that they feel fully justified in placing the road upon a regular ten per cent. cash dividend paying basis, and saying that the road would, from its net earnings, hereafter maintain that dividend; would pay the sinking fund required to be annually set aside by the terms of the mortgage bonds, and would have a large surplus to be applied in yearly increasing the equipment of the road, as it is plainly evident will be required by the regular and constant increase of business. Having concluded that the payment of cash dividends should not be commenced, unless they were certain that they would be hereafter regularly made each six months, and that the amount of the dividend should be as nearly as possible the same each year, they ordered the first regular cash dividend to be five per cent. for the past six months, and feel assured that each January and July will bring the same return to the stockholders.

We are happy to announce the above, and congratulate our people on the assured success of this our most important home enterprise, and feel no hesitation in saying that in a great measure it is due to the energy, economy and ability of the officers and directors, who, being so largely interested as stockholders, will look after the interests of all the stockholders as they care for their own property. The stock is now quoted at par, and it requires no peculiar foresight, in our opinion, to see that it will soon be at such premium as the certainty of ten per cent. cash, with an occasional stock dividend, will warrant. The Hocking Valley road having now passed into line as a finished, successful enterprise, let us be up and doing in putting on the right basis the projected Columbus and Toledo Railroad; and we feel authorized in saying that the same energy and ability put forth in that, as was given the Hocking Valley, will make the Columbus and Toledo Railroad an assured success, and place our city forward in her present onward march toward the one hundred thousand population, which we hope soon to see. —*Ohio State Journal*, July 11.

TWENTY PER CENT. INVESTMENT.

THE AMERICAN BRIDGE COMPANY,

OF CHICAGO, ILL.

L. B. BOOMER, of Chicago, President.

(ORGANIZED AUGUST 1, 1870.

Authorized Capital Stock, - - - $1,000,000.

The whole amount of the authorized Capital Stock of this Company not having been issued, the balance thereof will be issued to subscribers at par, payments for same to be made in four instalments of 25 per cent. each, viz:

25 per cent. - - July 15, 1872.
25 " - - August 1, 1872.
25 " - - September 1, 1872.
25 " - - October 1, 1872.

The Subscription Books now open at the office of the undersigned will be closed as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is **$414,700,** and on this basis the Company shows a present surplus of **$136,280 97,** and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they now have on hand **$1,250,000** of work for various Railroads in the United States, among which may be mentioned the

CHICAGO, R. I. & PACIFIC,
CHICAGO & N. WESTERN,
MICH. CENTRAL,
MISSOURI PACIFIC,
ATLANTIC & PACIFIC, &c.

and the Company is now offered work to the amount of over **$6,000,000,** including some of the largest bridges ever built in this country, to accept of which and further business necessitates a larger working capital, as immense amounts of material have to be kept constantly on hand, and the Company are frequently obliged to receive in part payment for their work Railroad and other Bonds, which are perfectly good securities, but not always immediately marketable.

The career of the AMERICAN BRIDGE COMPANY, though brief, has already fully demonstrated the profitableness of the enterprise. The Company has constructed, since its organization and up to the 31st of December, 1871, a total of 38,137 feet of bridges, 18 turning tables, and 16 iron roofs, and pneumatic and screw pile substructures, costing **$3,400,000,** and have facilities for the construction of pneumatic piles unsurpassed by any company in the country, and a capacity for the construction of at least 150 feet of Bridges for every working day in the year.

The Iron Railroad and Highway Bridge at Leavenworth, of three spans of 340 feet each, and the Union Pacific Bridge across the Missouri River, of eleven spans of 250 feet each, were constructed by this Company.

The net profit arising from this business, as shown by the books of the Company, up to the 31st March, 1872, was the sum of **$373,482 14,** or at the rate of **$224,089 28** *per annum*, being over **50** *per cent.* upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issue of stock will enable them to buy material for cash, thereby making a saving of from **$50,000** to **$75,000** per year.

The Company can undoubtedly, on above basis, make dividends of from **20** to **25** *per cent. per annum* on the full amount of capital, **$1,000,000,** with a fair prospect of a considerable increase.

The undersigned are prepared to give to those inquiring the fullest details and entire satisfaction regarding the reliability of the Company's statements, and the unquestioned integrity and ability of its officers.

We confidently commend to capitalists the above as an investment worthy their attention.

MARVIN BROS.

BANKERS,

No. 49 Exchange Place, N. Y.

SOLE FINANCIAL AGENTS IN THE EAST.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	435,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	654,480	545,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,590	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250.069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,282	1,196,955	702.685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,546	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	463,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	462,868	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,169	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	628,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	375,936	584,115	565,861	699,430	890,442	.....	.....	.....	.....	.....	.....	.....	.....

Chesapeake and Ohio Railroad.

The western end of the Chesapeake and Ohio Railroad is doing a fine passenger business. Five thousand three hundred passengers were carried during the month of June. This is a great business for a road that has, we may say, no terminus. It traverses a country which has never had a railroad nearer to it than a hundred miles distant. The people, however, take to it as a duck to water, and its business is increasing in a manner quite remarkable in the history of railroads. When the line is completed all the way, and the through railway travel sets in, we shall see an increase of transportation more than realizing the promises that have been made. The eastern division has been extended thirteen miles beyond the White Sulphur Springs, and is being continued as fast as possible. The western division is completed to the Falls of the Kanawha. At that point there is very heavy work, and the work of equipment is retarded. There is a large amount of rails there ready for going ahead the moment the track is ready. It is still confidently expected that trains will run from the Ohio to Richmond in October next.—*Richmond Dispatch.*

Pawtuxet Valley Railroad.

The Pawtuxet Valley Railroad Company was organized on the 10th inst. by the election of Henry Howard, William Goddard, William A. Howard, Christopher Lippitt and Charles Jackson as a Board of Directors. At a subsequent meeting of the Board, Henry Howard was chosen President, George W. Prentice, Clerk, and H. L. Greene, Treasurer. It seems probable now that this long delayed but most needed road will soon be built. A prominent railroad expert from New York was here a few days since and remarked, after a careful examination of the subject, that there was not a section of country in the United States where a road of the same length would pay so well. It is, in fact, one continuous village for the distance it is contemplated to build the road at present. Liberal subscriptions have been made to the stock, and if owners of land along the line are alive to their interests, the trains will be soon running in the prosperous villages of the Pawtuxet.—*Providence Journal.*

☞ The LaGrange (Ga.) *Reporter* gives the following as the status of the North and South Railroad: The company was organized on the 11th of August last—less than eleven months ago. Over forty miles of heavy road is graded, the iron laid on six miles, with engine and train running, material in hand to complete fifteen more. Seventy three miles have been located, of which all not finished are under contract and being pushed to an early completion.

☞ The Boston *Journal* says: now that the building of the railroad leading from Hudson to Lee is secured, there is an increased desire and demand for its connection with the Lee and New Haven road, and its continuance on through East Lee, West Becket and Otis, and thence on to New Haven.

☞ The engineers of the Piedmont and Potomac Railway Company have completed the survey of the Aldie division. This completes the location of the road to the point at which it is to cross the Blue Ridge, near Thornton's Gap, in Rappahannock county, Virginia. The location of the road beyond the Blue Ridge is still in progress.

☞ It is now stated that the Toledo and Ann Arbor railroad north to Owosso, will be completed as soon as that portion of the line between Ann Arbor and Toledo is finished—certainly during the ensuing fall.

New York and Chicago Air Line Railroad.

The Norwalk (O.) *Reflector* says the surveying party engaged in running the line reached that town a few days since. The distance from Chicago to Norwalk is 268 miles, or some 33 miles shorter than the Lake Shore and Michigan Southern. The line as surveyed runs south of Fremont and Clyde, and touches the Lake Shore road at Bellevue, following near it to Monroeville, crossing the Huron river 100 feet south of the present railroad bridge, and as near the bridge over the east branch just west of town, when it diverges more to the southeast. Thence the route will be run on a air-line to Wellington, passing through a corner of Townsend and Hartland, and across the whole width of Clarksfield township.

Levis and Kennebec Railway.

The report of this company, which was presented at the annual meeting held on the 1st inst., states that the work of grading was commenced in June 1871; and was continued by the contractor, Mr. Hulbert, aided by several hundreds of men. The change from wooden to iron rails, as originally projected, necessitated an increase of capital to $3,000,000. The line is regarded as a continuation of the North Shore Line, and a link in the Canada Pacific Railway. The Engineer states that the line has been graded 30 miles ready for the ties.

☞ The following is the list of the officers of the Memphis and Charleston Railroad, under its sale to the Southern Railway Security Company: Joseph Jacques, General Manager; Wm. J. Ross, Superintendent Western division; C. S. Williams, Superintendent Eastern division; Harry P. Ryan, Master of Transportation; A. A. Barnes General freight and Ticket Agent; C. L. Anderson, Auditor.

☞ The Flint (Mich.) *Globe* says that as work on the Flint and Pere Marquette Railroad approaches completion preparation is making to begin on the Cass River Road, and, will probably commence next week. In a very few weeks, work will be resumed on the main line of the F. and P. M. R. R. beyond Reed City, whence it will be pushed to the margin of Lake Michigan at an early date.

☞ The Chicago and Northwestern Railroad is completed and in running order to Wonewoc, and two trains daily each way will be run over the 200 miles of road between Chicago and Wonewoc, and another between Harvard and Baraboo, in such a way as to give the greatest possible accommodation all along the line.

☞ The Painesville and Youngstown (Ohio) Narrow Gauge Railroad was formally opened for business on the 5th inst., as far as Chardon, Geauga County. Its working is all that could be desired. One thousand passengers were carried over the road on the first day that it opened.

☞ Charles M. Bissel has been appointed Superintendent of the New York and Harlem Railroad, vice Isaac C. Buckhout resigned.

☞ A new road from Cincinnati to Terre Haute, known as the "Coal Road," will be opened on the 6th of August.

☞ Ground on the Athol and Enfield Railroad extension was broken on the 11th inst.

Safe and Profitable!

THE

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	July '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv.100	1,389,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J. A. J.O.	July '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,189,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,116	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J & D	June '72 5
Central of New Jersey.100	15,000,000	J.A.J&O.	July '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,160,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western.100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,830	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,057,509	M. & N.	May '72 3½
Cleveland & Pittsburg*. 50	7,494,588	F.M.A.N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J&O	Jan. '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,961	— & —	.....
Concord 100	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..100	2,084,200	F. & A.	Feb. '72 3
Connecticut River	1,000,000	J. & J.	July '72 5
Cooperstown and Susq.100	207,883	— & —	.....
Cumberland Valley.....	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 5	452,556	— & —	.....
" " pref. 50	2,005,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	8,000,000	F. & A.	Feb.'66 4
" pref..... 100	8,536,916	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June'72 1½
Fitchburg 100	3,400,000	J. & J.	July '72 4
Georgia 100	4,166,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,337,946	— & —	.....
Great Western, (Ca.) ..100	19,237,464	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25 280,200	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,385,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,800	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N. Haven & Northamp...100	665,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem.100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,951,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport.100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	432,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*.100	630,000	J & J.	July '72 4½
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	243,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristown* 5	1,626,250	M.J. S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp.100	2,000,000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,999,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267 300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,679,159	— & —	.....
Taunton Branch 100	500,000	J & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F. Fy. (N.Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J. A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt.100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union 50	2,997,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,737,000	6	Jan. & July.	1880	115½
.. ..coupon	4,678,000	6	" "	1880	117¾
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,315,850	6	Jan. & July	1881	115½
.. ..coupon	64,005,350	6	" "	1881	117¾
Loan of Feb. 25, 1862 (5-20s).....registered	33,980,500	6	May & Nov.	1882	115
.. .. .. (5-20s).....coupon	240,691,700	6	" "	1882	115¾
Loan of March 3, 1863.....registered	53,424,850	6	Jan. & July.	1881	115½
.. ..coupon	21,575,150	6	" "	1881	117¾
Loan of March 3, 1864 (5-20s).....registered	2,349,500	6	May & Nov.	1884	114¾
Loan of June 30, 1864 (5-20s).....registered	34,686,600	6	May & Nov.	1884	114¾
.. .. .. (5-20s).....coupon	38,159,550	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	39,416,450	6	May & Nov.	1885	113⅝
.. .. .. (5-20s).....coupon	120,083,200	6	" "	1885	116
.. .. 2d series (5-20s).....registered	62,453,250	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	159,824,050	6	" "	1885	114¾
.. .. 3d series (5-20s).....registered	92,268,600	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	228,030,750	6	" "	1887	115⅝
.. .. 4th series (5-20s).....registered	13,313,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	25,945,450	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	138,491,300	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	56,076,000	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	124,372,800	5	F. M. A. & N.	1881	115½
.. .. coupon	75,627,200	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	10 665,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114⅝
U. S. Notes and Fractional Currency.....	398,444,131	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	62½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	...
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	90
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	100⅝
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100⅝
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — .. ..military	1,059,500	7	" "	'76-'89	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	83,000	5	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	259,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	18[illegible]	99½
.. — .. .. (stg.).....	4,000,744	5	" "	[illegible]	
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1894	....
.. —Western R. R. Loan, (stg.)....	761,816	6	April & Oct.	1886	100
.. —T. & G. R.R. & Hoosac T. stg.	3,506,520	5	" "	1871	....
.. —	256,500	5	" "	'88-'90	97½
.. —Southern Vermont R. R.....	200,000	5	" "	'91-'98	97½
.. —Eastern R. R.....	50,000	5	Jan. & July.	1890	....
.. —Norwich & Worcester	400,000	6	" "	1871	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1877	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1900	....
.. —Two Million Loan Bonds	1,621,000	6	" "	1878	....
.. —War and Bounty Loan Bonds.....	478,000	6	" "	'73-'83	....
.. —Sault St. Marie Canal Bonds	86,000	7	May & Nov.	1890	....
Minnesota—State Building Loan Bonds.....	250,000	6	Jan. & July.	1879	100
.. —Sioux War Loan Bonds.....	100,000	7	Jan. & July.	'77-'79	....
.. —*Railroad Loans Bonds.....	2,275,000	7	May & Nov.	1872	....
Mississippi—*State Bonds (for banks).....	2,000,000	7	.....	1883	....
Missouri—State Bonds proper.....	438,000	6	.....	'41-'71	....
.. —Interest Bonds of 1868.....	2,727,000	6	Jan. & July.	1883	....
.. —Railroad Loans.....	13,112,000	6	" "	1888	....
.. —South Pacific, guar.....	1,589,000	7	" "	'74-'90	94½
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	1876	79
Nebraska—(No Debt).....	.....	..	" "	'73-'87	91½
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	106½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	[illegible]
.. —	2,099,000	6	" "	[illegible]	104½
.. —	473,000	6	" "	1874	106
.. —	880,000	6	" "	1875	105½
.. —	1,106,420	5	" "	1877	106
North Carolina—State Bonds for R. R. (old)..	4,738,800	[illegible]	" "	1874	....
.. — .. .. (old)..	3,639,400	[illegible]	Jan. & July.	71-'91	....
.. —State Bonds for R. R. (new).	2,6[illegible]	6	April & Oct.	'71-'91	32½
.. — .. .. (new).	[illegible],000	6	Jan. & July.	'92-'98	....
.. —Funding &c, Bonds of '[illegible]	1,739,000	6	April & Oct.	'92-'98	21½
.. — .. .. ..-'68	2,800,400	6	Jan. & July.	1899	....
.. —Special Tax B[illegible]	1,821,400	6	April & Oct.	1899	21
Ohio—State Loan (New Y[illegible]nds.....	11,407,000	6	" "	1899	....
.. — .. (" [illegible]ork).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	56
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	29
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,540	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	74½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	..	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec	"	74½
.. — .. Certificates	201,000	6	" "	71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & [illegible]	'71-'78	100
.. — .. Bonds .....coupon	11,108,000	6	" " July.	long.	....
.. — .. .. stg.....	1,865,000	5	" "	"	48
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	4[illegible]	6	" "	"	54
West Virginia—Probably a third of the Debt of [illegible],250 Virginia.		5	" "	"	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	98½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	...
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96¾
Loan of 1850	579,500	6	" "	"	1880	95¾
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 1873 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage } Camden and }	499,500	6	March & Sept.	Princeton.	1885	83¾
3d Mortgage } Amboy. }	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85¼
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	41½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88¾
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102¼
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	97½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95¾
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	100
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	90¾
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	107
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	92
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100¾
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	768,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95¾
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42¾ m.) guar.	1,008,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	96¾
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	101
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. .....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	86½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	99
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,560,000	7	May & Nov.	" "	1915	97
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83¾
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91¾
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	97
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. skg f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	97½
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103¼
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	91¾
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	79½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	...
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	1900	87½
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun.Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	...
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1858, (secd)	1,916,639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY&London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	...
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	100
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	92⅝
Eastern Mass.						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94⅝
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99¾
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	— & —	London.	....	....
Mortgage Bonds	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds	618,066	6*	— & —	"	1876	....
Mortgage Bonds	2,360,333	5½*	— & —	"	1877	....
Mortgage Bonds	301,733	5½*	— & —	"	1878	....
Mortgage Bonds	4 866	5*	— & —	"	1881	....
Gt. Western of Illinois (T.W.& W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	98½
2d Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	May & Nov.	"	1893	90½
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	87½
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	91½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	93½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage...gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv...gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage...gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1809	79¾
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¾
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104⅞
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	— & —	New York.	....	90
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97½
S. Fund Bonds(LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	101
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99¼
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Schoolcraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Atl.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95⅞
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	93
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	106
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.&F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	101½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	108
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	118
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	108
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182.000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91
1st Mortgage (Minn. Cent).....	207,000	7	" "	" "	....	...
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	87½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.St.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	107
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	97
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Convols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1850..	120,000	7	Jan. & July.	Bridgeport.	1870	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	97
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,498	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	94
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling.	150,367	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar..	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock..	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock..	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	100
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	88½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.).	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	81¾
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	98½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85..	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85..	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85..	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	87¾
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,800	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	$15,959	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	99
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863..	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)..	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	82
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864...	2,365,000	7	April & Oct.	New York.	1894	94½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for$6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.on Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,008	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	...
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	850,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	86
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	99½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	92
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	94½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	90½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87⅝
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1858	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	78¾
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	78¾
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	103
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	92
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	94½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	94½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93⅞
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan	2,000,000	6	" "	"	1897	96
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99⅞
Gold Loan	1,942,000	6*	" "	"	1894	92¾
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	94
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	74
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	77
Boat and Car Loan 1864	633,650	7	— & —	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96¾
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1873	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac....New York.	2,881,918	*	...	...	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	...
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga....Alabama.	10,500,000	*	...	—	2,700,000	7,893,000	2,500,009	—	296.0	...	...	...	...	...	—	100	...
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	...	...	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,718	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	...	11,311,323	43,298,884	1,705,033	931,851	—	50	...
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin....Maine.	800,000	*	...	...	...	425,000	...	...	68.0	139,949	...	...	204,703	83,007	—	100	...
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge....Maryland.	445,000	*	—	—	350,000	—	—	—	20.5	...	...	...	...	...	—	50	...
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	...
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	...	...	—	—	1,815,000	930,000	—	—	42.0	87,679	...	...	182,580	78,839	—	100	...
May 31, 1871	63.0	—	....	172.0	—	—	—	—	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	...	—	—	—	...	848,000	—	—	...	...	...	...	...	...	—	100	...
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	...	...	...	453,715	186,011	8	100	...
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	...	...	29,598,695	29,999,000	...	...	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	...
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	...	344.0	616,110	...	...	1,031,971	395,817	—	100	...
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	...	...	1,795,225	200,000	87,772	88,811	95.0	94,598	...	...	109,860	24,119	—	100	...
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶....Missouri.	25,250,000	*	...	...	15,000,000	10,250,000	...	...	...	...	...	...	...	...	—	100	...
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me.,N.H.& Vt.	9,329,287	—	—	—	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	...	4	100	...
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	...	...	194,250	20,000	...	—	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	...
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley....Pennsylvania.	1,050,000	*	...	...	550,000	471,200	...	—	...	...	...	...	80,587	80,587	7	50	...
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	...	...	...	8,427,728	2,974,268	8	100	158¼
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	...	...	...	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch....W. Virginia.	...	—	—	—	5,680,685	—	1,893,629	—	103.5	...	...	...	561,885	—	—	100	...
May 31, 1871	73.0	—	2.5	—	—	—	—	—	Baltimore and Potomac....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	...	...	...	—	—	—	100	...
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	...	...	...	36,000	36,000	—	100	...
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	...	—	267.0	54,310	...	...	103,893	16,744	1½	50	...
May 31, 1871	56.0	—	4.0	—	—	—	—	—	Bellville and Southern Illinois....Illinois.	...	—	—	—	...	1,100,000	—	—	—	...	...	...	—	—	—	100	...
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware....New Jersey.	4,125,365	*	—	...	995,800	2,244,500	970,468	—	80.0	...	...	...	872,227	237,794	—	100	...
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	...	...	...	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	...
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany....Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	...	...	...	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	...	...	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	—	18	20	16	373	Boston, Concord and Montreal ....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	...	8,056,920	4,501,200	572,495	126,000	6	100	...
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	...	...	...	...	...	...	...	...	177.0	...	...	10 mos.	470,732	110,948	—	100	7[illegible]
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	...	...	10 mos.	934,754	186,879	8	500	140[illegible]
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	...	...	10 mos.	1,563,658	511,550	10	100	157¼
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	...	...	10 mos.	1,049,125	279,504	10	100	152
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany....Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	...	—	...	...	...	...	...	...	—	100	...
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	...	...	2,286,000	583,500	...	—	...	(Le	ased & op	erated by	Erie.)	...	—	100	...
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	...	...	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	...
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron....Canada.	6,492,790	—	...	...	2,625,000	3,867,790	...	—	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1¼	100	...
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	...	...	950,000	2,389,000	...	...	—	(Leased	& oper. by	Erie.)	...	—	7	100	...
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	...	...	498,552	—	107,655	...	...	31,934	1,843,617	392,178	54,455	10,609	—	100	...
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	...	...	2,445,000	2,445,000	...	—	...	...	...	...	...	...	—	100	...
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*....Iowa.	11,381,183	1,478,678	133,071	...	1,638,132	10,855,700	...	2,156,846	...	...	...	...	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	...	...	...	...	...	3,360,000	...	—	—	(Operat	ed by Bur	lington &	Mo.River	.)	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	...	...	...	...	1,000,000	400,000	...	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	...
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific....California.	6,000,000	*	...	...	3,500,000	2,500,000	...	—	141.0	...	...	...	...	...	—	100	...
Dec. 31, 1870	61.2	31.1	102.0	—	...	...	...	...	Camden and Amboy....New Jersey.	12,527,160	*	...	...	5,847,800	9,570,059	...	...	...	...	...	...	...	...	10	100	126
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	...	...	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	[illegible]
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	...	...	...	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	...	...	10 mos.	212,924	32,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	...
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville....Penn.	742,157	*	—	...	426,900	—	—	—	24.0	97,775	...	...	158,742	72,720	6	25	...
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa....Penn.	3,826,500	*	...	...	3,359,500	441,850	...	...	67.5	337,491	...	...	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna....New York.	589,110	—	—	...	589,110	—	—	—	—	(Leased	and oper.	by Dela.,L	. and W.)	54,000	9	100	...
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	...	...	...	...	...	—	100	...
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	...	—	100	...
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	...	—	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	...
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	...	—	1,000,000	3,200,000	—	—	100.0	...	...	10 mos.	182,563	...	—	100	...
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	...	...	...	3,764,493	1,299,043	10	100	...
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	...	...	...	...	...	...	—	100	...
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2[illegible]1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	107½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio....Ohio.	5,500,000	*	—	...	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	...
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	...	...	54,001,960	71,349,000	...	...	...	3,502,103	...	...	7,920,711	3,860,146	—	100	33¼
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	...	...	...	560,474	270,931	—	100	...
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung....New York.	400,000	—	—	—	380,000	—	—	...	—	(Oper.	by Erie &	N.Centrl.)	30,000	...	6	100	...
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington....S. Carolina.	6(0,000	*	—	—	392,011	225,000	42,300	...	40.0	...	...	...	32,290	28,219	—	100	...
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	...	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	...	—	100	...
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	...	...	227.4	427,428	6,086,373	7,213,298	677,325	59,886	-	100	...
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	...	10 mos.	616,764	94,372	2	100	...
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley....Pennsylvania.	1,371,900	—	...	...	871,900	500,000	455,000	...	—	(Leased	and oper.	by Phila.a	nd Read.)	...	—	50	...
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,1[illegible]7,813	520,584	285,238	511.0	2,966,664	...	...	4,849,405	2,063,299	10	100	117½
Apr 30, 1871	400.0	—	167.0	—	176	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	131

Dec. 31, 1870	78.0		2.7	20.0	5	4	2	168	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	156,000	10,000		1,500,000	1,000,000			78.0	(Re-orga	niza. of Ci	n. Peru &	Chic.)			100	
Dec. 31, 1870	72.0		1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes ... Ill.					2,500,000	2,500,000				(Is now	completed	to Danv.)				100	
Dec. 31, 1869	82.5		16.7						Chicago, Iowa and Nebraska ... Iowa.	5,000,000				3,916,000	810,000				(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113¾
May 31, 1871	834.4		192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950		35,135,973	18,049,000	1,188,257	333,559	1,156.0		100,802,521	268,417,881	11,694,914	5,383,408	10	100	78⅜
Jun. 30, 1871	200.0	24.0			8	6	4	140	Chicago and Michigan Lake Shore .. Mich.	8,000,000	*			4,000,000	4,000,000				(Will be	completed	in 1871.)				100	
Mar. 31, 1871	494.0	50.5	109.5		145	63	26	2,965	Chicago, Rock Island & Pacific. Ill. & Iowa	26,703,243	*	439,304	1,354,451	17,000,000	8,717,743	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	111⅛
Jun. 30, 1871	270.0		8.6						Chicago and South Western .. Iowa & Mo.	12,000,000	*			7,000,000	5,000,000				(Will be	completed	in 1871.)				100	
Dec. 31, 1870	36.5		2.5						Chillicothe and Brunswick ... Mo.	845,000				345,000	500,000				(Leased	and oper. b	y North M	issouri.)			100	
Apr. 30, 1871	40.0		1.3	54.0	1		1	3	Cin., Cumber. Gap & Charles. ¶ .. T.&N.C.	1,402,000	21,400	23,000		75,000	1,404,680	252,529		40.0	25,000			24,379	2,096		100	
Mar. 31, 1871	60.1		33.4		36	34	13	497	Cincinnati, Hamilton and Dayton ... Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1				1,270,622	588,940	8	100	92¼
Jun. 30, 1871	20.5	6.7	6.2						Cincinnati and Indiana ... Ohio & Ind.	2,000,000				2,000,000	2,000,000				(Leased	& oper. by	Ind., Cin.	and Laf.)			100	
Jun. 30, 1870	98.0	25.0	5.6		16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,798		123.0				261,277	26,713		100	
Jun. 30, 1871	13.0		0.3						Cin., Lexington and E. Tennessee ... Tenn.	1,000,000				1,000,000					(Leased	& oper. by	Kentucky	Central.)			100	
Jun. 30, 1871	40.0		2.9						Cincinnati and Martinsville ... Indiana.	800,000				400,000	400,000				(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	
Jun. 30, 1871	132.1		9.0		16	11	6	266	Cincinnati and Muskingum Valley .. Ohio									132.1	(Reorga	nization of	Cin.& Zan	esville.)			100	
Mar. 31, 1871	42.0		2.6		6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294		42.0				152,136	44,851		100	
Jun. 30, 1870	155.0	16.0	20.1		26	31		268	Cincinnati, Sandusky & Cleveland .. Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547		171.0	603,581	6,090,000	21,667,196	810,476	272,432		100	22¼
Dec. 31, 1870	340.5	49.9	62.5		89	47	20	1,541	Cleveland, Col. Cin. & Ind. .. Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000		192,365	390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	7	100	95¼
Jan. 24, 1871	67.8	12.4	33.5						Cleveland and Mahoning ... Ohio	3,147,934	*	391,456	198,402	2,057,569	1,582,600	25,948	76,675		(Leased	& oper. by	Atl. & Gt.	West'rn.)		7	50	
Jun. 30, 1871	73.7		5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware ... Ohio.	1,234,000	*			1,150,000	143,000			76.7				199,157	60,617		100	
Nov. 30, 1870	124.0	75.0	60.0		78	40	20	1,840	Cleveland and Pittsburg ... Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,480	10	100	91¼
Dec. 31, 1870	588.0	25.0	71.2						Col., Chic. & Ind. Cent. .. Ohio, Ind & Ill	37,010,174				13,000,000	24,010,174				(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,470		100	34¼
Dec. 31, 1870	75.3	13.0	4.7		12	8	3	376	Columbus and Hocking Valley ... Ohio.	2,375,121	472,034			848,964	1,616,000			69.8	244,386			372,229	210,914		100	
Mar. 31, 1871	35.0	7.0	48.5		32	33	12	611	Concord ... New Hampshire.	1,500,000	*	63,040	106,631	1,500,000		109,853	59,819	119.5						10	50	161
Mar. 31, 1870	41.0		6.5						Concord and Portsmouth .. N. Hampshire.	1,108,859				350,000					(Leased	& oper. by	Concord.)	25,000		7	100	115¼
Jun. 30, 1871	110.3		12.7		17	13	7	568	Connecticut and Passump. Riv. .. Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93¾
Sept. 30, 1870	50.0	3.4	13.6		17	21	8	278	Connecticut River ... Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4			(10 mos.	591,972	217,174	10	100	134¼
Dec. 31, 1870				41.0					Connecticut Valley ... Connecticut.	982,000				789,251		194,752									100	
Dec. 31, 1870	67.5	1.7							Connecticut Western ... Connecticut.	1,599,393	*			1,419,305	81,000										50	
Dec. 31, 1870	6.8		9.5						Connecting (Phila.) ... Pennsylvania.	2,278,300				1,278,300	1,000,000				(Oper.	by Phila.	& Trent.)			6	100	
Dec. 31, 1870	14.6		1.1						Contoocook River ... New Hampshire.	257,000				200,000	30,000				(Oper.	by Northe	rn N. H.)				50	
Sept 30, 1870	16.0	1.0	0.3						Cooperstown and Susquehanna .. N. York.	447,528				307,383	100,000	28,606		17.0	20,032	424,327	181,476	42,147	15,457	16	50	
Dec. 31, 1870	7.5		2.5		3			117	Cornwall ... Pennsylvania.	384,228	*			300,000				7.5	12,000			91,984	47,500		50	
Dec. 31, 1870	54.5		19.0		26	2	2	440	Cumberland and Pennsylvania. Maryland.	2,049,302	998,251			1,500,000	1,730,600			34.0	286,186		(10 mos.	690,036	158,977	8	50	
Sept. 30, 1870	74.0		11.5	10.0	17	6	6	261	Cumberland Valley ... Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970			565,519	268,818	16	50	
Dec. 31, 1870	23.8	4.0	4.2		6	2	2	62	Danbury and Norwalk ... Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000		6,454	27.8	83,000			175,445	82,163		100	
Dec. 31, 1870	47.0	22.0	6.9						Danv., Hazleton & Wilkesbarre ... Penn	1,397,716	*	400,000		568,900	1,006,500	222,316			(Nearly	completed	at date.)				100	
Dec. 31, 1870	43.0		3.5	107.0	3	2	2	60	Davenport and St. Paul ... Iowa.	1,018,000	*			258,000	880,000				(Being c	onstructed	at $26,000	pr.mile.)			100	
Mar. 31, 1871	141.4		16.1		21	4	4	351	Dayton and Michigan ... Ohio.	5,096,359	730,256		156,825	2,398,972	4,245,000	124,968		141.4				1,062,406	395,011		100	
Jun. 30, 1870	31.8		2.7		4	4	3	66	Dayton and Union ... Ohio.	600,746	*			82,350	527,449	8,187		31.8				124,327	15,071		100	
Dec. 31, 1870	41.5		3.0						Dayton and Western ... Ohio.	850,000				309,276	701,000				(Leased	& oper. by	Little Mia	mi.)		6	50	
Dec. 31, 1870	84.5	26.0	5.5						Delaware ¶ ... Delaware.	2,141,300		127,515	34,352	1,230,941	882,700	136,476		110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	
Dec. 31, 1870	115.0		102.0		124	14	5	8,876	Delaware, Lack. and Western ... Penn.	15,100,000	3,725,000			18,808,850	3,308,000	2,650,000		115.0	2,819,100		(14 mos.	4,106,221	1,490,702		100	105¼
Dec. 31, 1870	106.0		10.6						*Denver Pacific* ... Colorado.	5,000,000				2,500,000	2,500,000			106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421		100	
Dec. 31, 1870	248.0		12.4		29	16	10	515	Des Moines Valley ... Iowa.	12,000,000	*			5,000,000	7,000,000			248.0			about	1,000,000			100	
Dec. 31, 1870	189.0		20.7		34	30	21	493	Detroit and Milwaukee ... Michigan.	11,648,094	*			2,547,350	7,530,048	236,812		189.0	690,924			1,421,122	503,223		100	
Dec. 51, 1870	57.0		2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan .. Mich.									57.0	(Leased	& oper. by	Mich. Cen.)			3	100	
Dec. 31, 1870	14.0								Dexter and New York ... Maine.	300,000				122,000	175,000			14.0	(Leased	& oper. by	Ma. Cent.)	18,000			100	
Dec. 31, 1870	33.5		1.7		2				Dorcester and Delaware ... Delaware.									33.5	(Leased	& oper. by	Phila., Wil.& Balt.)			6	100	
Dec. 31, 1870	28.5		1.8						Dover and Winnipissogee ... New Hamp.	480,000				480,000					(Leased	& oper. by	Boston and Miami.)		29,000		100	
Dec. 31, 1870				50.0					Dubuque, Bellevue and Mississippi. Iowa.	2,000,000				500,000	1,000,000				(Under	construction.)					100	
Dec. 31, 1870	54.8		2.3		4	2	4	77	Dubuque, Marion and Western ... Iowa.	1,732,692	*		38,150	1,169,137	539,500	32,133	30,072	54.8	137,720			192,306	60,100	7	100	
Dec. 31, 1870	144.0		7.2						*Dubuque and Sioux City* ... Iowa.	5,880,000				5,000,000	880,000				(Leased	& oper. by	Ill. Centr.)	393,598			100	70
Sept. 30, 1870				54.0					Dunkirk, Warren & Pittsburg ... N. York.	741,000				468,000	273,000	25,000			(Under cons.	to be comp	leted in 1871.)				50	
Sept. 30, 1870	43.0		6.0	15.0	5	5	2	79	Dutchess and Columbia Counties ... N. Y.	2,406,173	*			1,458,470	1,500,000	115,639			61,964	739,334	827,504	64,735	14,475	6	50	
Dec. 31, 1870	17.5		0.3						East Brandywine and Waynesb ... Penn.	264,000				89,800	175,000				(Leased	oper. by	Pennsylvania.)			7	50	
Dec. 31, 1870	7.5		6.3						East Mahanoy ... Pennsylvania.	391,604				392,550					(Leas. &	oper. by	Phila. & Reading.)				50	
Dec 31, 1870	36.0		9.8						East Pennsylvania ... Pennsylvania.	1,484,290				1,809,200	495,900				(Leas. &	oper. by	Phila. & Reading.)			8	50	66
Jun. 30, 1870	242.0	28.0	17.0		39	21	7	468	East Tenn. Va., & Georgia ¶ .. Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0				1,278,864	415,816		100	78¼
Sept. 30, 1870	44.1	54.4	35.2		46	86	25	810	Eastern ... Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699		(10 mos.	1,462,770	643,274		100	109¼
Dec. 31, 1870	23.0	5.4	1.3		3	1		81	Eastern Kentucky ... Kentucky.									28.4				86,920	40,898		50	
Dec. 21, 1870	40.0		2.1		2				Eastern Shore ¶ ... Maryland.	875,000	*			295,000	580,000				(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320		100	
Dec. 31, 1870	11.0		0.5						Ebensburg and Cresson ... Pennsylvania.	122,000				100,000	80,000				(Leas. &	oper. by P	ennsylvania.)				100	
Apr. 30, 1871	48.0		2.4		5	5	1	61	Edgefield and Kentucky ¶ ... Tenn.	2,750,000	*			1,075,500	1,673,804			48.0			(11 mos.	98,254	294	5	100	
Jun. 30, 1871	93.0		2.0	92.0	9	4	2	132	Elizabeth and Paducah ... Kentucky.	3,000,000	*			3,000,000	3,000,000			93.0	(No retu	rns—road	incomplet	e.)		5	50	
Sept. 30, 1870	46.8		2.9						Elmira, Jefferson and Canandaigua. N. Y.	500,000				500,000					(Leas. &	oper. by N	. Central.)		25,000		100	
Dec. 31, 1870	78.0		14.0						Elmira and Williamsport .. Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leas. &	oper. by N	. Central.)	165,000		1½	50	56
Sept. 30, 1870	459.0	386.5	449.7		440	274	71	8,840	Erie ... New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548		83,536,900	23,398,800			845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,354,601		100	52
Oct. 31, 1870	83.7	3.7	177.2		26	4	4	752	Erie and Pittsburg ... Pennsylvania.	3,155,650	1,363,329			1,090,250	2,577,590			101.7	(Leas. &	oper. by P	ennsylvania.)				100	
Dec. 31, 1870	58.0		5.0	52.0	6	9	5	135	European and North American ¶ .. Maine.	2,404,792	182,279	223,511		520,700	3,000,000			58.0	96,100	2,481,484		217,394	109,836		100	
Aug 31, 1870	132.0		12.0		15	12	5	218	Evansville and Crawfordsville ... Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838			516,800	166,699		100	
May 31, 1871	90.0		3.6	20.0					Evansville, Henderson and Nashville. Ky.	3,000,000	*			2,000,000	1,000,000			90.0	(No	returns of	operat'n.)				100	
Dec. 31, 1870	31.0		1.3	23.0					Evansville, Terre Haute & Chi. .Ind. & Ill.					300,000	750,000			31.0	(Com'e	nced oper.	in Jan. 18	71.)		3¼	50	
Sept. 30, 1870	5.8							1	Fall River, Warren and Providence .. R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450		5.8			(10 mos.	26,814	3,799	8	100	
Oct. 31, 1870	12.7		0.4						Fayette County ... Pennsylvania.	130,000				90,000		35,800			(Leased	& oper. by	Pbg. & Connellsv.)				100	
Sept. 30, 1870	50.9	42.7	82.1		35	42	11	730	Fitchburg ... Massachusetts.	3,540,000	*			3,540,000				93.6	538,088		(10 mos.	1,085,937	252,285		100	133¼
Dec. 31, 1871	13.0		1.0						Flemington ... New Jersey.	393,731				150,011	100,000	143,720		13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.		100	
Dec. 31, 1871	117.0		2.1	72.5	15	15	6	201	*Flint and Pere Marquette* ... Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702			502,647	232,010		100	
Dec. 31, 1870	154.0		3.1	50.0	7			100	*Florida* ... Florida.	5,300,000	*			3,000,000	2,300,000			154.0							100	
Dec. 31, 1870	100.0		5.0		6	4	2	144	Ft. Wayne, Jack. & Saginaw .. Ill. & Mich.	2,760,000	*			800,000	1,500,000			100.0							100	
Dec. 31, 1870	109.0		1.1						Ft. Wayne, Muncie and Cin. ... Indiana.	2,800,000				1,000,000	1,800,000			109.0	(Opened	for traffic i	n fall of 18	70.)			50	
Dec. 31, 1870	4.2		0.7						Frankford and Holmesburg ... Penn.	159,427				80,000	14,000	65,632	"		(Oper. b	y Phila. &	Trenton.)				100	
Dec. 31, 1870	17.0		1.9		4	3	1	13	Freehold and Jamesburg ... N. Jersey.	283,745	*	99,267		283,745		99,267		23.0	69,544			62,912	5,5..		100	
Apr. 30, 1871				30.0					Frederick and Pennsylvania Line ... Md.	500,000				306,000	250,000				(Rapidl	y approac	hing comp	letion.)			100	
Apr. 30, 1871	84.0		6.2		9	5	3	100	Galv., Harrisburg & San Antonio .. Texas.									84.0	(Re-org	an. of Buff.	Bay., Braz.	& Colo.)			100	
Apr. 30, 1871	50.3	1.7	3.2		7	8	2	97	Galveston, Houston & Henderson. Texas.						750,000		1,142,008	52.0	(Oper. b	y Receive	r.)				100	
Mar. 31, 1871	171.0	61.0	23.2		52	23	10	589	Georgia ... Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,953		232.0	910,753			1,500,098	667,539	8	100	
Sept 30, 1870	11.7		0.3	3.1					Goshen and Deckertown ... New York.	289,361				104,294	226,500	75,500		11.7	31,940	51,186	88,264	30,356	10,050		100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	....	....	....	....	*Grand Rapids and Indiana*........Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recent	ly brough	t into oper	ation.)	....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley..........Michigan.	1,992,000	*	—	—	492,000	1,560,000	—	—	—	(Leased	and oper. b	yMich'gan	Central.)	....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶..........Canada.	92,772,070	*	....	....	14,367,946	80,624,595	....	....	1,377.0	5,711,146	....	....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶..........Canada.	25,588,694	*	....	....	19,237,404	7,964,353	....	....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	....	....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples..........Illinois.	1,425,000	—	—	—	750,000	675,000	....	—	—	(Leased	& oper by	Tol. Wab.	& Wester	....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶......Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	39¾
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension..........New York.	8,039,500	*	....	....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	—	54.0	(Leased	& oper. by	Pennsylva	nia.)	....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	....	....	2,412,150	843,903	12	100	168
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶.Conn. &R.I.	4,704,866	*	....	....	2,037,939	2,055,500	....	....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*..........Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)	....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic..........Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	....	....	....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶......Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	....	....	....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,850	2,008,096	....	—	58.8	176,067	....	....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*..........Illinois.	33,199,574	*	....	....	25,296,880	6,869,500	....	....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	....	....	—	—	2,750,000	2,750,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)	—	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	....	....	1,921,274	707,498	—	100	4⅛
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	....	....	....	....	....	....	....	—	75.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.......Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence..........Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*..........Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron..........Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	....	....	....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton..........Pennsylvania.	250,000	18,000	262,000	....	400,000	130,000	—	—	11.0	10,263	....	....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens..........New York.	268,386	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)	....	—	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland..........New York.	330,000	*	—	—	330,000	—	—	—	—	(Recent	ly comple	ted.)	....	—	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	....	....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile.Florida.	....	*	—	—	6,000,000	4,000,000	—	—	215.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	....	....	....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago..........Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	—	7	100	92¼
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	—	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	....	....	....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.)..........Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater......Delaware.	706,000	*	....	....	306,000	400,000	—	—	42.0	(Recen	tly comple	ted.)	....	....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	....	....	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.......Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City,St. Joseph & Co.Bluffs.Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	....	....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	—	Kansas City and Santa Fe........Kansas.	....	....	....	....	....	....	....	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	*Kansas Pacific*..........Kansas & Col.	36,962,629	*	4,026,057	....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central..........Kentucky.	....	....	....	....	....	1,209,000	—	—	112.0	(Oper. b	y bondhol	ders.)	....	....	—	—	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	....	....	—	—	....	25,000pm	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	....	....	—	—	....	....	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	....	....	—	—	....	....	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg......Penn.	3,325,000	625,000	....	....	1,335,000	2,279,335	....	....	80.0	1,183,150	....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	....	—	—	—	1,300,000	1,300,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington...Ind.	....	—	—	—	3,000,000	1,500,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	....	....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	93⅛
Sept.30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	....	—	—	—	4,000,000	—	—	—	—	(Under	constructi	on at $33,0	00 p. m.)	—	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opene	d for traffi	c Sept. 15,	1870.)	....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence..........Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg,Ft.W	. & Chi.)	49,507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna..........Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	....	....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley..........Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118¼
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis........Missouri.	....	*	—	—	900,000	900,000	—	—	—	(Under	constr. to	be compl.i	n 1871.)	....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia.....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	....	....	....	....	6,000,000	5,000,000	—	—	—	(No retu	rns -Is ne	ar comple	tion.)	....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O.Arkansas.	....	....	....	....	....	750,000	—	—	—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill..........Pennsylvania.	1,466,283	—	915,658	....	2,646,100	783,000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	93⅛
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W.Indiana.Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)	—	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island..........New York.	5,016,402	*	....	....	3,000,000	775,000	....	....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River........Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)	—	—	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville..........Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	16	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	....	....	3,000,000	—	....	....	289.0	(No retu	rns of ope	rations pu	blished.)	—	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L.Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	....
Sept. 30, 187[illegible]	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence....Massachusetts.	332,883	30,255	—	13,133	200,000	67,700	11,529	22,055	—	(Leased	& oper. by	Boston &	Lowell.)	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]	[illegible]								[illegible]...Pennsylvania.	600,000				600,000					(Leased	& oper. by	Summit B	ranch.)	62,500	10	[illegible]	
[illegible]	[illegible]								Macon and Augusta.........Georgia.	2,500,000	....			1,631,900	770,000			35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	90	Macon and Brunswick.........Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	....	....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western.........Georgia.	....	....	....	....	2,500,000	150,000	—	195,862	166.0	292,258	....	....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin.........Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,347	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶.........Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	....	....	....	....	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150¼
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	....	....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham.........Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati.........Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	....	....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon.....Michigan.	2,650,000	*	....	....	2,500,000	150,000	....	—	40.0	166,280	....	11,093,783	745,291	326,750	....	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶...Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central.........Mass.	....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	....	....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶..Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	....	....	408,525	464	—	100	35
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock.........Arkansas.	....	*	—	....	....	2,350,000	....	—	84.0	....	....	....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.........Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis.........Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers..New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	....	....	....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central.....Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	....	....	4,978,070	1,439,866	10	100	115½
Dec. 31, 1870	56.5	—	2.9	—	....	....	....	....	Michigan Lake Shore.........Michigan.	832,085	*	....	....	41,048	880,000	....	....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton.........Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford.....New York.	18,688	—	—	—	84,537	....	10,151	—	—	(In prog	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	351,883	—	—	—	110,050	225,000	56,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific.........Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	....	....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.........Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	....	....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill.........Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	....	....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	....	....	....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul.....Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	54
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven.....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	....	7½	50	106
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point.........Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	....	....	....	106,394	....	—	100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western.....Minn.	....	....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central.........Miss. & Tenn.	....	*	....	....	....	4,657,980	—	—	237.0	(Oper. b	y S.R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River.........Tennessee.	....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	—	—	300.0	—	—	—	—	Missouri, Iowa and Nebraska..Mo. & Io.	....	—	—	—	....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	1.5	250.0	39	23	14	839	Missouri, Kansas and Texas..Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	....	....	—	100	43
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*.........Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	....	....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	....	....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.........New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala.........Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas..Louisiana.	(Owned	by Char	les Morga	n of Ne	wYork w	ho bough	t it for$2	,500,000.)	85.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	....	....	....	....	Morris and Essex.........New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	92½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	68,675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	145
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶..Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	....	....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶...Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	....	....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶.Tenn. & Ky.	....	....	....	....	....	....	....	....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck.........Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	....	....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley......Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L	. Coal & N	av. Co.)	....	10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	....	....	....	....	Newark, Somerset and Straitsville..Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	....	....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton.........Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley......Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby.........Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic.Conn.	....	—	—	—	850,000	2,200,000	—	....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	....	....	....	....	New Jersey.........New Jersey.	8,955,994	*	140,264	....	7,295,200	850,000	....	....	—	(Oper.in	cons. with	Camd. &	Amboy.)	....	10	100	126¼
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern.......New Jersey.	5,500,000	*	967,000	....	4,000,000	2,120,000	654,259	....	92.8	....	....	....	295,823	118,536	—	100	28
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line......New Jersey.	....	....	....	....	3,000,000	3,000,000	....	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	....	100.0	287,024	....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.¶.L. & M.	....	....	....	....	4,200,000	4,500,000	1,000,000	....	206.0	....	....	....	1,694,000	....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	....	....	....	....	N. O. Mobile and Texas....Ala. & Nash.	10,740,000	*	....	....	....	....	....	—	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany.......New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston........New York.	....	....	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River.N.Y.	48,130,462	11,635,222	....	....	89,428,330	13,681,807	....	....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	97½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem.......New York.	12,214,674	1,600,017	....	....	8,300,000	5,072,840	645,500	....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	114½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.N.Y. & Conn.	394,088	*	....	....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	....	....	....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland....N.Y.	7,769,342	559,306	567,946	....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	....	....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon.........Ohio.	568,044	*	500,000	....	500,000	500,000	18,042	—	38.0	....	....	....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶.........North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	....	....	....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶.........South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	....	....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.........La.	....	....	—	—	....	....	....	—	72.0	....	....	....	....	....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶.........Missouri.	20,500,000	*	....	....	7,500,000	13,000,000	....	....	424.3	....	....	....	2,615,800	....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania.........Pennsylvania.	6,179,545	1,079,316	1,180,775	....	3,150,000	3,862,887	90,000	....	74.7	595,303	....	....	1,355,509	590,726	—	50	101¼
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶.........Md. and Penn.	11,080,648	3,016,449	....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	79
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire..New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	115¼
Sept. 30, 1870	21.3	—	4.5	—	6	29	6	32	Northern New Jersey.....N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	....	....	....	....	Northern Pacific.........Minn., Dak. &c.	....	....	—	—	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125¼
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain...N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	—	—	6	100	81¼
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi....Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	45½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River.....Penn.	7,166,836	960,160	....	....	4,259,450	3,170,000	....	—	98.5	650,381	....	....	2,718,702	1,422,833	10	50	74½
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport..Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	113½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	....	292.6	555,226	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse.........New York.	1,641,312	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,764,136	—	—	47.6	.....	.....	.....	.....	.....	12	100	113
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York.N.Y. & Penn.	5,811,700	*	—	.....	1,811,700	3,000,000	.....	—	106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	—	8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,000,000	2,000,000	—	—	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent.Penn. & Md.	1,599,906	177,744	—	.....	220,606	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	—	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	55½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	—	1,626,250	55,900	.....	—	33.6	405,605	.....	.....	700,465	303,186	10	50	174
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,325	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	116½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	126½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore.Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.byBo	s.&Alb'y.)	—	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505.000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway.N. H.	370,000	*	—	—	170 000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	100½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	... .	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	100
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13½
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,390,376	580,474	—	100	22
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	102
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	—	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180,550	100,000	—	—	—	(Leas. &	oper.byW	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.byRe	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama.Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.0	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576 050	—	—	—	—	(Leas. &	oper.byPh	ila.& Read	ing.)	28,803	5	50	....
Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna .....Penn.	1,288,539	*	—	—	1,269,150	97,000	118,988	—	54.0	202,470	.....	.....	207,264	72,103	—	50	....

Dec. 31, 1870	44.0	—	2.0	106.0	—	1	—	—	Sav., Griffin & North Alabama.	Ga.&Ala.	499,128	—	*	25,479	65,882	449,588	320,000	140,901	—	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	—	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis	Alabama.	.....	—	—	—	—	.....	—	—	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	—	—	—	576,050	—	—	—	—	—	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....
Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*	—	—	—	1,269,150	97,000	118,988	—	54.0	202,470	.....	.....	207,264	72,103	—	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220	—	1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*	—	—	—	1,000,000	640,000	.....	—	40.0	(Under	constructi	on.)	—	—	—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala.Miss.& T.	1,600,000	*	—	—	—	.....	800,000	.....	—	50.0	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	.....	.....	—	.....	969,052	796,830	.....	.....	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)	—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	—	—	—	8,000,000	11,000,000	.....	—	—	(In a bad	condition.	No return	s.	.....	—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	—	—	—	869,450	700,000	.....	—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*	—	—	—	1,243,000	750,000	.....	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945	—	—	—	157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800	—	—	—	—	995,800	200,000	.....	—	—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*	—	—	—	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,694	—	—	—	—	438,300	—	—	—	—	(Leas. &	oper. by C	entral of N	ew Jer.)	—	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	—	5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala	.....	.....	—	—	—	.....	4,926,000	.....	—	—	(Only p	artially in	operati'n.)	.....	.....	—	100	....
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,131	*	—	—	1,000,000	2,250,000	.....	.....	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*	—	—	3,000,000	1,500,000	—	—	....	61,760	1,083,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.	.....	....	—	—	2,500,000	1,500,000	—	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1, ...	—	—	.....	20,000 p m	—	—	100.0	.....	.....	.....	.....	267,762	27,677	—	100	....
May 31, 1871	80.0	—	—	640.0	...	...	...	....	Southern Pacific	California.	.....	.....	—	—	.....	.....	.....	.....	....	(Under	constructi	on.)	.....	.....	.....	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*	—	—	686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000	.....	2,000,000	—	577,408	651,500	95,000	—	—	(Under	constructi	on.)	—	—	—	—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538	.....	3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*	—	—	751,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	...	...	...	....	Springfield & Ill. So. Eastern	Illinois.	.....	.....	.....	.....	.....	15,000 p m	.....	.....	—	(Under	ons. to be	finished b	y Dec. 1.	—	—	—	100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700	—	—	—	448,700	448,700	—	—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383	—	—	—	267,300	—	634	—	—	(Leased	& oper. by	Nash.&Lo	well.)	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000	—	—	—	500,000	750,000	—	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.	.....	—	—	—	1,200,000	1,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*	—	—	317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200	—	—	—	92,925	171,000	29,284	—	—	(Leased	& oper. by	W.N.Jer.)	—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*	—	—	1,670,130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235	400,000	—	23,557	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	...	...	...	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	constructi	on.)	—	—	—	53	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	—	.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	76
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*	.....	.....	998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased	& oper. by	N.Y. Cen.	& H. Riv.)	—	6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000	—	—	—	510,000	—	404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	53	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*	.....	.....	36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	37½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	...	...	...	....	Union and Titusville	Penn.	1,500,000	*	.....	.....	500,000	1,000,000	—	—	—	(Recen't	y opened f	or traffic.)	—	—	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*	.....	.....	1,666,990	150,000	—	.....	59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*	—	.....	1,900,900	—	.....	—	....	99,975	3,391,815	978,119	208,353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287	—	—	.....	750,000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—	—	.....	2,500,000	—	.....	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	8	100	90½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	84
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*	—	—	1,000,000	750,000	—	—	—	(Recent	ly complet	ed.)	—	—	—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465	—	—	—	499,600	350,000	—	—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—	—	—	225,000	85,000	—	—	10.2	19,820	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	.....	.....	1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037	.....	684,046	957,500	107,000	—	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*	—	—	—	.....	—	—	—	(Leas. fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*	—	—	650,000	1,400,000	—	—	46.0	67,611	1,791,187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.	.....	*	—	—	6,500,000	1,400,000	—	—	105.0	.....	.....	.....	112,625	13,200	—	53	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	—	—	—	1,022,450	1,800,000	—	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	48,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464	—	—	—	526,700	676,300	7,427	—	—	(Under	cons.—Ne	wburg to	Albany.)	—	—	—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*	—	—	4,000,000	4,000,000	—	—	—	(Under	cons.—ope	n to Meno	menee.)	.....	—	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000	—	—	—	500,000	350,000	—	—	—	(Operat	ed by Wil.	& Wel.)	.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*	—	—	1,200,000	4,000,000	—	—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wi	lming.&	Manch.)	—	5,000,000	—	—	—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	130,021	154,579	181.0	436,316	.....	.....	594,222	250,725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000	—	—	—	180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter	Minnesota.	4,754,837	427,100	—	—	—	4,750,000	—	—	142.0	.....	2,861,440	6,131,860	574,668	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	.....	.....	—	—	100,000	300,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	136½
									CANALS, &c.																			
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	.....	.....	—	—	25	....
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	.....	.....	.....	107,947	.....	10	100	117
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353	—	—	—	5,847,400	—	—	—	65.5	.....	.....	.....	888,353	585,004	10	100	....
Oct. 31 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	64,000	835,759	689,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—	—	—	1,003,500	110,000	—	—	83.0	.....	.....	.....	220,216	130,187	10	100	87
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,900	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	.....	.....	.....	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,550	183,076	—	100	52
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	.....	—	4,337,950	2,232,000	.....	—	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila.&	Read. Co.)	.....	655,000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	.....	.....	.....	135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsy	lvania.)	.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	80
Catawissa,* pref. and guar.....	2,200,000	7	7	91
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	82
Chicago and Alton, pref.....	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	82
Erie, preferred	8,536,910	7	7	73
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	61
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	14¾
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	78
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	62½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,596	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,309,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	..
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	..
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	126
Schuylkill Navigation, pref.....	2,888,997	6	6	30½
Union, preferred.....	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1.....per ton 48 — @ 55 —
Pig, American, No. 1.....52 — @ 53 —
Pig, American, No. 2.....50 — @ 51 —
Pig, American, Forge.....48 — @ 49 —
Bar, Refined, English and American..... — — @ — —
Bar, Swedes, assorted sizes.....(gold).85 — @100 —
—Store Prices.—
Bar, Swedes.....125 — @135 —
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in.....110 — @ — —
Bar, Refined, 1¼ to 6 by ⅜.....115 — @ — —
Bar, Refined, 2½ to 2¾ round, 1 & 1⅛ by ⅜ & 5-16 .....117 50 @ — —
Large Round.....122 50 @127 50
Scroll.....122 50 @152 50
Ovals and Half-round.....127 50 @137 50
Band..... — — @122 50
Horse Shoe .....120 — @130 —
Rods, ⅜@3-16 inch.....115 — @155 —
Hoop.....135 — @177 50
Nail Rod .....per lb. — — @ — 8
Sheet, Russia, as to assortment.....(gold) — 18 @ — —
Sheet, Single D. and T. Common ..... — 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal..... — 7¾@ — 8½
Sheet, Galvanized.....List. 15 per ct.disc.
Rails, English.....(gold).....per ton. 72 — @ 73 —
Rails, American, at Works in Penns..c'y. 84 — @ 87 50
Anvils, (Eagle).....per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb. — 16½@ — 19½
English Spring (2d and 1st quality)..... — 9 @ — 10½
English Blister (2d and 1st quality)..... — 11½@ — 16
English Machinery..... — 11½@ — 13½
English German (2d and 1st quality)..... — 11½@ — 12
American Blister..... — — @ — 12
American, Cast, Tool..... — 15 @ — 16
American, Spring..... — 9 @ — 11
American Machinery ..... — 10 @ — 10½
American German.... ..... — 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg..... — — @ 5 75
Cut, 8d. and 9d..... — — @ 6 —
Cut, 6d. and 7d..... — — @ 6 25
Cut, 4d. and 5d..... — — @ 6 50
Cut, 3d..... — — @ 7 25
Cut, 2d and 3d. Fine..... — — @ 8 —
Cut Spikes, all sizes..... — — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d. 6 25 @ 7 75
Clinch, 2 to 3 inch and over ..... 7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb. — 21 @ — 33
Copper ..... — — @ — 45
Yellow Metal Sheathing and Slating..... — 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca.....(gold).per lb. — 48 @ — —
Straits .....(gold). — 36 @ — 36½
English.....(gold). — 36 @ — 36½
Plates—Fair to good brands. —Gold.— —Currency.—
I. C. Charcoal....per box.13 25 @13 50 15 — @ 15 50
I. C. Coke.....12 25 @12 50 13 75 @ 14 75
Coke Terne.....10 25 @11 25 11 75 @ 12 75
Charcoal Terne.....11 50 @12 — 13 50 @ 14 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..... — — @ — 12½
Crude, 40 @ 47 gravity (in shipping order) — 16½@ — 16¾
Refined, Standard White (in ship'g order). — — @ — 22
Refined, S. W. (in jobbing lots)..... — — @ — 23½
Refined, S. W. (in tin) ..... — 27½@ — 28
Naptha, Refined, (65 @ 73 gravity)..... — — @ — 14½
Residuum.....per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val.

All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 43
Copper, Bolts.....— — @— 45
Copper, Braziers' (over 16 oz.) .....— — @— 45
Copper, Nails .....— — @— 45
Copper, Old Sheathing, &c., mixed lots.....— 26 @— 28
Copper, English Pig.....— — @— —
Copper, American Ingot.....— 33 @— 33½
Yellow Metal, New Sheathing and Bronze .— — @— 30
Yellow Metal, Bolts.....— — @— 32
Yellow Metal, Nails, Sheathing & Slating...— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Spanish.....(gold) per 100 lb.— — @ 6 62½
German.....(gold)— — @ 6 62½
English .....(gold) 6 62½@ 7 12½
Bar.....— — @ 9 25
Pipe.....— — @11 —
Sheet..... .....— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.— — @ 8 —
Liverpool Gas Cannel.....— — @15 —
Liverpool House Cannel.....— — @20 —
Anthracite.....per ton of 2,000 lb. 4 — @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Canton Co.....	....	98	....	....	....	....
Central Pacific 6s.....	101⅞	....	....	102	102½	102¼
Central of N. Jersey.....	....	....	....	....	....	....
Chicago & Alton.....	....	....	....	....	117½	....
" pref.....	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	98	98
Chicago, Burl. & Q.....	....	....	....	....	....	....
" 8s, 1883	115	....	....	....	....	....
Chic. & Northwestern .	73⅜	73⅞	73¾	73⅝	73⅝	73⅝
" pref.....	....	....	....	....	....	....
" 1st M.....100½	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac..111½	111⅜	111⅞	111½	111¼	111¼	111⅜
Chi., R. I. & Pa. 7s,1896.....	103	....	102½	102½	102	102
Clev., Col., C. and Ind.....	....	....	....	95½	....	....
Clev.& Pittsburg guar.. 91⅝	91⅝	91⅝	91½	....	91½	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	85½	....	....	....
Clev. and Toledo.....	....	..	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 34⅜	34⅞	....	34½	35	35¼	....
" 1 M..... 92	....	92½	92½	91¾	....	....
" 2 M..... 80	80	....	79¾	79¾	....	....
Del. & Hudson Canal	....	....	....	117x	....	....
Del. Lack. & Western..106	....	105	105½	105	105½	....
" 1 M. 7s.....101½	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway..... 53⅞	53½	53⅜	52½	52⅝	52⅞	....
" pref..... 76	75	....	....	....	73¼	....
" 1 M.7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	....	90½	....	90¼	....	....
Hannibal & St. Joseph,. 40½	....	....	....	39⅞	....	....
" pref..... 61	....	....	....	....	....	....
" 8s, conv..... 93	....	....	....	93¼	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	104	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central 137½	....	....	....	....	....	133
" bonds	....	....	....	....	....	....
Lake Shore & Mich.S'th 93½	93½	93½	92⅞	93¼	92¾	....
Lake Shore Div. bonds. 96	....	....	97	97⅛	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....115½	....	....	....	....	....	....
" S.F. 8s,1882.....	....	118	....	....	....	....
M. S. and N. I, 1 M. S. F.....	....	....	102	....	....	....
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref..... 2½	....	....	....	....	....	....
Milw. and St. Paul.....	54	54	53⅞	53¾	54	....
" pref.....	78	....	....	....	....	....
" 1st mort.....	94½	....	92½	92	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	97	98	....
Missouri 6s..... 94¾	....	94¾	....	94⅜	94½	....
" H. & St. J. iss	....	....	....	....	91½	....
Morris and Essex 93	....	92½	92⅞	....	....	....
" 1st mort.....	....	....	....	107	107	....
" 2d mort.....	....	....	....	....	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	96½	....	96½	97	97	....
" 6s, S.F. 1887 94	95	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 98½	98½	98	98	97¾	97¾	....
" certificates.....	....	....	....	....	....	....
N. York and Harlem.....	....	....	....	....	114½	....
" pref.....	....	....	....	....	....	....
" 1 M.7s, 1873.102	....	....	....	....	....	....
N. Carolina 6s, old.....	....	....	32⅜	32¾	32¾	....
" new	21½	....	....	....	....	....
Ohio and Miss..... 45¾	45¾	....	45⅝	45¾	....	....
" pref.....	74½	75	....	....	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 74½	75½	75⅝	75½	75¾	75⅝	....
Panama	....	....	....	113	....	....
Phila. and Reading.....	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.....	....	....	....	97¾	....	....
" 1 M.....	....	....	....	105	....	....
" 2 M.....	....	....	99¾	100	....	....
" 3 M.....	....	....	99	....	....	....
Quicksilver Mining Co.. 43	43	43½	....	....	42⅝	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	....	75	....	....	74½	....
" new.....	74⅞	75	....	....	74⅝	....
Tol., Wab. & Western.. 75⅝	75½	75½	75	....	75½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	100	100	....	99½	....
" 2 M.....	....	94	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St.Lou. Div. 94	....	....	....	94½	94½	....
Union Pacific..... 37⅝	37⅝	37⅞	37½	37½	37⅞	....
" 1st mort.....	90⅝	90½	90⅞	90½	90½	....
" L. Gt. 7s... 82	82	82	82	....	....	....
" Inc. 10s.... 87½	....	....	....	87½	87⅝	....
Virginia 6s, old.....	....	44½	....	....	44½	....
" new	....	....	....	....	....	....
" consol.....	....	51⅝	51½	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	111⅛	....	111⅝	111½	
U. S. 5s, 10-40s, coup	112½	....	....	....	112⅞	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	113¾	113¾	....	
U. S. 6s, 1881, reg	....	....	....	115½	....	
U. S. 6s, 1881, coup	117⅝	....	....	....	....	117¾
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	114⅞	....	....	....	....	115¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	115¾	116	....	....	....
U. S. 6s, 5-20s, r. n. '65	113⅞	....	114⅛	....	114⅛	
U. S. 6s, 5-20s, c. n '65	113⅞	113⅞	....	114⅛	114⅛	114⅛
U. S. 6s, 5-20s, reg. '67	114⅛	....	....	114⅜	....	
U. S. 6s, 5-20s, c. 1867	115⅛	115⅛	115⅛	115⅛	115⅛	
U. S. 6s, 5-20s, reg. '68	114¾	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅞	....	115	115⅛	115⅛	
U. S. 6s, Pac.RR.issue	114⅞	114⅞	....	114¾	....	114¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	93	....	93½	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	97½	....	97½	97½	....	97½
Elmira & Williamsport	....	29	....	....	....	....
.. pref.	....	....	....	....	41	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	43⅜	44	44	43¾	43⅜	43¾
.. 6s, 1884	....	....	....	90½	....	....
.. Gold L.	92	92½	....	93	....	93
.. R. R. L.	....	....	....	....	....	....
.. Conv. L.	90	....	....	....	....	....
Lehigh Valley R. R.	59	59½	59½	59	59½	59½
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	99½	99	....
Little Schuylkill R.R.	46½	46½	....	....	46¾	46½
.. 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	53	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
North Pennsylvania	....	....	101½	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	37	37	37	37	....	37
.. 7s	....	....	80½	80½	....	80
Pennsylvania R. R.	58½	58⅜	58½	58½	58⅜	58⅞
.. 1st M.	....	....	....	....	....	....
.. 2d M.	....	....	....	....	....	....
.. Gen. mort	....	....	....	....	....	94½
.. .. reg.	96½	....	....	96½	96	....
Penn. State, 6s.1st series	100	....	....	....	....	102
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	97⅞	....	....	....	....	97
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	87	....	....	....	....	....
Phila. & Reading	58½	58⅜	57⅞	58	58	58½
Philadelphia and Erie	27¾	....	....	27¾	....	....
.. 6s	....	....	91½	....	....	....
.. 7s	....	....	....	....	....	91
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	15
.. 6s, 1882	78¾	79	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	126½	126½	126	126	126	126
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 16.

	W.10.	Th.11.	F.12	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	....	99½	99½	....	....	....
.. 1886	98	....	....	....	....	....
.. 1890	99	99	99	....	98⅞	98⅞
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	99	....	....
Balt and Ohio	....	159⅝	....	....	159½	....
.. bonds, 1875.	96½	96¾	....	....	....	....
.. .. 1880.	95½	95¾	....	....	....	..
.. .. 1885	....	....	....	....	....	97
Marietta & Cin. 1st M.	....	....	....	....	....	101¾
.. 2d M.	91	91½	91½	....	91½	91½
.. 3d M. 8s	81¾	....	81⅞	....	....	82½
Northern Central	39½	39½	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	90½	90½	....	90½
Pittsb. & Connellsv. 7s.	94	....	94½	....	94½	94½
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
.. Defer. Certif.	....	....	....	....	....	16½
City Passenger R R.	....	....	....	....	24	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	149	149	149½	149½	149	
Boston and Lowell	141	141½	....	....	140¾	
Boston and Maine	137½	....	137¾	....	137	137½
Boston and Providence	152	....	....	....	....	152
Boston, Hartford & Erie	5½	....	....	....	....	....
.. 7s, new	41½	....	41½	41½	41½	41⅝
Cheshire, pref.	....	....	....	....	....	82
Chi., Burl. & Quincy	....	....	130¾	131	....	
Concord	....	....	....	....	....	....
Connecticut River	134½	134	....	....	....	134½
Eastern	110	109¾	....	109	109	109½
Fitchburg	....	....	....	....	....	133½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115¾	115¾	115½	115⅝	116	
Northern, N. H.	115¾	....	....	....	....	....
Ogdens. & Lake Champ	....	81¾	81½	81½	81½	
.. pref.	105½	107	105½	105	....	
Old Colony & Newport	111½	....	113½	113½	113½	113½
Ph., Wil. & Baltimore	55½	55½	55½	54¾	....	57
Portl'd, Saco & Ports	....	128	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	90½	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	97⅞
" Income 10s	84	84	....	....	84	83⅜
Vermont & Canada	91½	91½	91⅜	....	91	90½
Vermont & Mass	85	....	84	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	104½	104½	
Metropolitan	....	70	....	....	69	
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	13½	
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	12	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. June 28.	July 5.
Atlantic & Gt. W. 1st mort., $1,000	71 — 73	69 — 71
Do. 2d mort., $1,000	62 — 64	61 — 63
Do. Con.mort. B'nds Bisch.'s Cert.	38 — 40	37 — 39
Do. Reorg. Scrip	95 —100	94 — 99
Do. Leas. Lines, Rental Bonds	88 — 90	84 — 86
Detroit & Milwaukee 1st mort. Bonds	75 — 77	75 — 77
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	43¾— 44½	— — —
Do. Ticket of Protec.Com. attached	— — —	44¾— 45½
Do. 6 per cent Convertible Bonds	91 — 93	91 — 93
Do. European Agency Certificates	43½— 44½	41½— 42½
Illinois Central $100 shares all paid	109 —110	109 —110
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	97 — 99	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	88 — 91	89 — 92
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	97 — 98	94½— 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, July 20, 1872.

Stock Exchange and Money Market.

The Money supply has been gaining on the requirements of borrowers, particularly for speculative use, and rates have shown less firmness, within the range of from 3@5 generally 4 per cent. on call, and 5½@7 per cent. per annum in the discount form, on the choicer grades of mercantile paper, which were not offered with much freedom, and which were in more favor with lenders. The dullness at the Stock Exchange, partly owing to the oppressively warm weather, interfered with the profitable employment of balances in a temporary form. The rather more buoyant temper of the Gold market tended to stimulate the inquiry for aid, from operators at the Gold Exchange. The outflow of funds to the interior was on a restricted scale. The city bank movement was rather against the maintenance of the cash reserves, though the changes in the averages, of the leading items, were not very important, the increase in the deposit line, and the legal tender hoard having been the most noticeable features. The U. S. Sub-Treasury office again last week reduced its coin balance about 3⅛ millions and its currency nearly half a million. The city banks reduced their loan and discount average about ⅜ths of a million during the week, and their outstanding circulation a trifle. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $8,163,933, and a coin reserve of $38,952,205.

The city banks, in their latest return, show a gain of $932,100 of legal tender notes, with a decrease of $562,100 of specie, and an increase of $3,732,100 of deposits, also a reduction of $304,000 in their loan and discount averages, and of $42,000 to their item of circulation. The city bank exchanges, last week, averaged 82, and thus far, this week, about 81⅞ millions daily. The banks now hold $12,420,500 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $28,222,400, against $19,758,280 same time last year. The city bank deposits are now $245,508,000 against $257,532,294, week ending July 15, 1871. The legal tender reserve amounts to $53,440,700, against $70,574,876 same time last year. The circulation now stands at $27,466,400 against $30,380,961 same time last year. The loans are now $296,597 800 against $299,078,577 at this date last year.

The coin reserve of the city banks is now about 28¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 53½ millions against $46,616,000 on the statement of February 10th.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about 3¼ millions, and during the fiscal year ending with June 30, 1872, $131,307,214, against $144,967,066 the preceding fiscal year. The customs at the port of New York last week were $1,622,356; at the outports, equal to about $525,000 all in coin, or coin certificates.

The specie exports from San Francisco, Jan. 1, to July 6, were $14,406,441, against $8,676 201 same time in 1871.

Under the Treasury programme for July, Government proposes to sell Gold, as follows: Thursday, July 25, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday July 24, $1,000,000; Wednesday July 31, $1,000,000.

There has been a more active business reported in Gold, chiefly on speculative account, and the price has been on the advance. The customs drain has been comparatively limited. The specie outflow to foreign ports, however, has been on an enlarged scale, serving to strengthen the confidence of operators for a rise.

On Wednesday, the specie exports were $568,224 of Gold, and $2,162,323 of silver.

The range of the price during the week has been from 113¾@114¾ and the closing quotation on Wednesday was 114⅝@114¾ against 114 the preceding Wednesday. The specie outflow last week, was $4,882,534. The Gold Exchange Bank clearances have averaged about 23⅞ millions per day during the week.

The customs demand for Gold last week, averaged $270,392 a day; thus far, this week, it has averaged $380,000 a day, or equal to a weekly aggregate of $2,280,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were $1,977,708, (including $1,973,086 of silver, by the *City of Mexico*, from Havana) and since Jan. 1, 1872, $2,733,255, against $3,233,500 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $79,364,531 against $81,745,053 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $49,940,839, against $56,513,369 during the same time in 1871.

The export drain of specie was $4,882,534 last week, against $1,962,814 same week preceding year. The shipments since January 1, 1872, have been $44,627,771 against $49,004,621 during the same portion of 1871.

Foreign Exchange has been in more demand and quoted firmer, on a restricted offering of prime bills. Bankers' sixty day bills on London closed on Wednesday at 109¾@110; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with July 16, were to the currency value of $4,913,437.

Government securities have been offered very sparingly, especially in round sums, thus checking business, though the demand has been good, mainly from investment buyers. Prices have been quoted stronger, closing buoyantly.

On Wednesday Government bought in $1,000,000 of Five-Twenties at 114 39@114 43¾, out of an aggregate offering of $2,755,550.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117⅞@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 115¾@116; U. S. Five-Twenties of 1864 at 115¾@116; U. S. Five-Twenties of 1865, 116¼@116⅜; U. S. Five-Twenties of 1865 consolidated, 114¾@114⅞; U. S. Five Twenties of 1867, 115⅜@115¾; U. S. Five-Twenties of 1868, 115⅛@115¼; U. S. Ten-forties at 112⅞@113; U. S. Fives of 1881 (Funding Loan) 113⅝@113⅞; Six per cent. currency bonds, 114⅝@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 2.	July 10.	July 17.
Consols	92⅜	92⅝	92½
U. S. 5-20's of 1862..	91	91⅛	91⅛
U. S. 5-20s, 1865....	92	92½	92½
" 1867	92	92	91⅝
" 10-40s	89¾	90	90¼
New Fives of 1881...	90¼	90¼	89¼@⅜
Erie..	45	43½	42

State bonds have been rather more sought after, but at irregular prices.

Railway Mortgage Loans have been in fair request, chiefly for investment purposes, and as the more popular of the older issues have been scarce, prices have favored sellers. Central Pacific Sixes have been in good demand at 102¼@102½ Chesapeake and Ohio have been more inquired for at 94 per cent. and accrued interest.

Messrs. Jay Cooke & Co. are recommending to investors the 7-30 Gold Bonds of the Northern Pacific Railroad Company, which are secured by property and franchises of the road, including a land grant of 23,000 acres to each mile of track. Already great progress has been made in construction on the eastern end of the line, and work is now being pushed on the western end. The Bonds are exempt from United States tax, and both interest and principal are payable in Gold. The present selling price is par and accrued interest in currency. We are informed that the sales are larger this month than ever before; and that the Coupons are re-invested in the Bonds—showing the confidence of holders.

Railway and Miscellaneous share property has been in quite moderate speculative demand as a rule, and values have been variable and without buoyancy, though the later dealings showed a rather more confident temper.

The Metal trade has been generally moderate. Ingot Copper has been very quiet and quoted weaker on the basis of 33c.; sales, 100,000 lbs. Scotch Pig Iron has been quoted higher, and offered less freely, holders storing supplies with more confidence. The demand has been fair. Sales have been reported since our last of 400 tons Glengarnock, at $50, subsequently held at $51@$52, with Eglinton, quoted at $48@50. American Pig-iron has been held with confidence, on the basis of $52@$53 for No. 1, but has been without activity. Iron Rails have been more sought after, with sales reported of 2,000 tons English on private terms, the ruling quotations having been $72@75 gold, and for American, $84@$87 50, currency. Wrought Scrap Iron has been more freely dealt in and quoted firm; 1,700 tons sold to arrive on private terms. Lead has been quoted about steady as to price, but has been without any important movement. Of Regulus Antimony, 85 casks were sold at 14½c.@15½c., gold, per lb. Spelter and Zinc dull at old rates. Pig Tin has been quiet, with English quoted at 36c., and Straits at 36½c., gold, for prompt delivery, and the latter at 34½c., for forward delivery. Tin Plates have been in fair demand and stronger in price on reduced offerings; sales, 2,000 boxes I. C. Coke, 14x20, for September delivery, on private terms; 700 boxes Coke Terne, for August delivery, at $10 75@$11, and 250 boxes Charcoal Terne at $11 50 gold.

Business in the leading kinds of domestic produce has been up to a fair average for the season, but at irregular prices. Flour, Wheat, Corn, Oats, Cheese, and Bacon closed more firmly. Rye, Lard, Butter, Petroleum, Hay, Hides, and Wool less buoyantly. Middling upland cotton again declined and closed on Wednesday at 23¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,666,188 bales, against 3,910,667 bales same time in the preceding year; exports 1,912,663 bales against 3 080,578 bales in the previous year; stock at the ports at latest dates, 134,362 bales against 182,454, bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate request at 8@13 cts.; Veals in good demand at 3⅛@9 cts.; Sheep quiet at 4¾@7¼; Lambs 7½@12½ cts.; Swine, 4⅝@4⅞ cts. per lb., all live weight. The week's receipt were 7,744 Beeves 2,342 Veal Calves, 21,704 Sheep and Lambs; and 31,257 Swine.

Foreign goods have been moderately sought after, as a rule. Coffee and Sugars have been quoted cheaper. The week's imports of foreign goods reached the amount of $6,565,469 including $1,723,559 of dry goods.

Ocean freights have been more active and rates have been again quoted stronger, though toward the close, the average supply of tonnage was against a free outward movement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 88; N. Y. State 7s, B. L., reg., 106½; South Carolina 6s, 1888, 33; do. 6s, old, 56; do. 6s, new, Jan. and July, 29; do. April and Oct., 27; Arkansas 7s, issued to Central R. R., 70; do. issued to L. R. and Ft. R. R., 55; do. 6s, Fund Act, 54; North Carolina 6s, Special tax, 15½; Louisiana 8s, 1910, 78¼; St. Louis, Jacksonville and Chicago 1st mort., 94½; Dubuque and Sioux City 1st mort., 92½; Buffalo, New York and Erie 1st mort., 95¼; New Jersey Southern 1st mort., 79; North Missouri 1st mort., 92½; St. Louis and Iron Mt. 1st mort., 100½; Pacific R. R. 7s, guar. by Mo., 98½; Toledo, Peoria and Warsaw 1st mort. E. D., 93; do. W. D., 93½; do. 2d mort., 86; do. Bur. Div., 88¼ Milwaukee and St Paul 1st mort. Iowa div., 87½; Pekin, Lincoln and Decatur 1st mort., 87¾; Ohio and Miss. consol., 95; do. 2d mort., 88½; East Tenn., Va. and Ga. 1st mort., 92⅝; Toledo, Wabash and Western consol., 92; St. Louis, Kansas City and Northern pref., 74; Lake Shore and Michigan Southern scrip., 92⅝; do. consol., 101; Boston, Hartford and Erie R. R., 7⅞; do. 1st mort., 41⅜; New York and New Haven R. R., 145; Missouri, Kansas and Texas R. R. 43; Central of New Jersey scrip, 104; Western Union Tel., 75¼; Quicksilver pref., 53¼; Consol. Coal of Md., 44½; U. S. Exp. 87¾; Adams Exp., 98¼; Am. Mer. Union Exp., 74; Wells Fargo Exp., 88; Brooklyn 6s, W. L., 95.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, 103½; do. deben bonds, 82¼; Lehigh Nav. consol. gold loan, 99¾; Pennsylvania Canal 6s, 74; Warren and Franklin 1st mort., 90; Schuylkill Nav. 7s, B. L., 85; do. 6s, 1895, 78¾; Lehigh Valley 7s, new, 106; Huntingdon and Broad Top consol., 48½; Connecting R. R. bonds, 87¼; Sunbury and Lewistown 7s, 95½; West Jersey R. R. 7s, 102½; do. 6s, 93⅞; Morris Canal 7s, 90; Ithaca and Attica 7s, 100⅛; Westchester and Philadelphia 7s, 103; East Pennsylvania R. R., 39¼; Nesquehoning R. R., 58; Allegheny Co. 5s, 76½. The latest quotations are: City 6s, 97@97¼; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101@102; do. 2d series, 105@—; do. 3d series, 107@—; Philadelphia and Reading, 58¼@58⅜; do. Gen'l mort. 7s, 1893, 103¼@103½; do. mort. 6s, 1880, 96@97; United New Jersey R. R. and Canal Co., 125¾@126; Camden and Amboy mort. 6s, 1889, 97@97; do. 1883, 93@93½; do. 1889, 90½@91; Pennsylvania R. R., 58⅝@58¾; do. 1st mort., 100@101; do. 2d mort., 99½@100; do. General mort. coupon, 93¾@94; do. reg., 95@96; Little Schuylkill R. R., 46½@46¾; Morris Canal, 51@52½; do pref., —@127; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s 1882, 79@79¾; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 98@99; do. 5s, 60@61; Lehigh Coal and Navigation, 43½@43¾; do. 6s, 1884, 90@90¼; do. R. R. Loan, 97@97½; do. Gold Loan, 92½@93; North Pennsylvania 50@50½; do. 6s, 100@100; do., 7s, 97½@97¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@

27½; do. 6s, 91@—; Minehill, 52½@53; Catawissa, 15@17; do. pref., 45@45½; Lehigh Valley, 59@59⅛; do. 6s, new coupon, 98½@99; do. reg., 98½@100; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 48@—; Second and Third, 63@65; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 33@35; Green and Coates, —45@; Chestnut and Walnut, 53@57; Hestonville, 18@20; Union, 75@75; 35@37.

Boston.—Cincinnati Sandusky and Cleveland R. R., 22⅝; Connecticut and Passumpsic Rivers R. R. pref., 94½; Eastern (N. H.) R. R., 101; Portsmouth, Gt. Falls and Conway R. R., 100¼; Rutland R. R., 13½; do. pref., 62½; do. scrip, 80½; Norwich and Worcester R. R., 125¾; Summit Branch, 46; Leavenworth, Lawrence and Galveston 10, 1899, 93; Ogdensburg and Lake Champlain 8s, 1879, 100; Chicago, Dubuque and Minnesota 8s, 1901, 86¼; Boston and Albany 7s, 1892, 106½; Vermont Central and Vermont and Canada 8s, 1875, 98; Vermont Central 1st mort., 78¾; do. 8s, 1891, guar., 100¼; Maine Central 7s, 1912, 99½; Cheshire R. R. 6s, 92; Western R. R. 6s, 1875, 98½; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 90; Stanstead, Shefford and Chambly 7s, 78¾; Eastern R. R. 7s, 104; Boston Water Power, 51¾; New Hampshire 6s, 1902, 99½; Maine 6s, 1889, 100; Boston 6s, 1880, currency, 101; Chicago 7s, 99; Cambridge 5s, gold, 95; Newburyport 6s, 1890, 98⅞; St. Louis 6s, 1887, 90½; Belfast 6s, 1898, 89¾; Portland 6s, 1887, 95; Lowell 6s, 1890, 87½; Charlestown 6s, 1892, 99¾; Lynn 6s, 1887, 98½; Burlington Iowa, 10s, 1878, 100; Hanover Mining Co., 1⅝; International silver, 4½; Madison, 50c.; Minnesota, 7⅝; Shuniah Silver, 7⅞; Star, 37½c.

Baltimore.—Northern Central 6s, 1900, gold, 94; Orange and Alexandria 4th mort. 8s, 84¼; do. 1st mort. 6s, 94; Western Maryland 2d mort., guar., 94½; do. 1st mort. unend., 92; do. 3d mort. guar., 94½; Orange, Alexandria and Manassas 7s, 81¾; Central Ohio 1st mort., 87; Maryland Defense 6s, 104; Virginia 6s, old, reg., 39; do. consol. 6s, reg., 44; Memphis City 6s, 56; Baltimore City 5s, 82. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94½; Baltimore and Ohio, 158@160; do., pref., 99@—; do., 6s, 1875, 96½@97; do., 1880, 95½@96; do., 1885, 96¾@97; Parkersburg Branch, 10@14; Northern Central 39¼@39½; do. 6s, 1885, 94@96; do., 1900, 90½@91; do., 6s, 1900, gold, 93⅞@94; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 101½@102¼; do., 2d mort., 7s, 91@91⅞; do., 3d mort., 8s, 83@84; Central Ohio, 34@36; do., 1st mort., 86¾@87¼; Western Md. 1st mort. 6s, 1890, 92@93½; do. 1st mort. guar., 94@—; do., 2d mort. guar., 94½@95; do., 3d mort., guar., 94@—; do. 2d mort pref., 81@83; do., 2d mort. guar. by Washington Co., 81@—; Richmond and Danville bonds, 78¾@80; Orange and Alexandria 1st mort. 6s, 93½@94; do., 2d mort. 6s, 82@—; do., 3d mort. 8s, 91@94; do., 4th mort. 8s, 84¼@85; Orange, Alex. and Manassas 7s, 81¾@82; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@92½; Baltimore 6s, 1875, 99@100; do., 1884, 98@98½; do. 1886, 98@98¼; do., 1890, 98@98⅞; do., 1893, exempt, 102@102½; do., 1900, exempt, 98¾@99; Memphis City 6s, 55½@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@—; City Passenger R. R., 23@24; George's Creek Coal, 90@95; Atlantic Coal, 1.50@1.75.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
No. 5 NASSAU STREET.

The First Mortgage Six Per Cent. Gold Bonds of the Chesapeake and Ohio Railroad Company may be bought and held with the fullest confidence as a perfectly safe and reliable investment.

They are amply secured upon one of the most valuable and important East and West Trunk Lines of Railway in the United States, and are the obligations of a powerful and responsible corporation of the highest standing and credit.

Holders of Government Bonds and other high-priced securities may realize an important difference by an exchange for these Bonds, without any hesitation or apprehension as to the equal security of their investment. Full information may be obtained at our office or by mail.

FISK & HATCH, Bankers.

☞ The Philadelphia *Ledger* of 15th inst., reports the net anthracite coal tonnage for the week ending on the 6th inst., from all sources, at 315,451 tons, and for the year 9,355,778 tons, against 4,444,404 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,511,374 tons. The production of bituminous coal for the week was 52,934 tons, and for the year 1,221,751 tons, against 1,110,032 tons to the corresponding time last year—an increase of 111,719 tons. The total production of all kinds of coal for the week was 368,387 tons, and for the year 10,576,529 tons, against 5,954,436 tons to corresponding time last year, showing an increase of 4,622,093 tons.

☞ The machinery of one of the oldest establishments for manufacturing Railroad Spikes and Joints is offered for sale, and advertised in our columns. The goods made by this concern have always stood high in the market, and commanded the best prices on account of quality and workmanship. The machinery by which this was accomplished is for sale, and offers a rare opportunity for buying good machinery at low figures. Three Burden Spike Machines we notice in the list. It is not often that a Burden Spike Machine can be purchased. We are informed that this company has been very successful and profitable.

☞ The earnings of the Central Pacific Railroad Company for the month of June, 1872, were $1,222,140; for the month of June, 1871, $795,176—increase this year over 1871, $426,964. Earnings first six months, 1872, $5,592,483; earnings first six months, 1871, $4,044,882—increase this year over 1871, $1,547,601.

☞ Ground was broken on the 9th inst., for the Lee and Hudson Railroad, in West Stockbridge, half a mile east of that village.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand fo them.

Besides being the obligation of a wealthy cor poration, composed of men of experience an high-toned commercial integrity, they are secure by a first mortgage on the road, revenues, lan grant, franchise and equipments, combined i one mortgage, and are readily negotiable both i the markets of this country and Europe.

A liberal sinking fund provided in the mort gage deed must advance the price upon th closing of the loan. Principal and interest pay able in GOLD. Interest at eight (8 p. c.) per cen per annum, payable, semi-annually, free of ta Principal in thirty years. Denominations, $1,00 $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currenc from February 15, 1872.

Maps, circulars, documents and informatic furnished.

Trustees, Farmers' Loan and Trust Compar of New York.

The diminished quantity of these Bonds f sale, and the increased demand absorbing the warrant the belief they will soon be sought for an advance considerably above the present su scription price at which they can now be h through the principal Banks and Bankers throug out the country, and from the undersigned, w unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET

☞ The estimated earnings of the Erie Ra way for the week ending July 7, 1872, were $35 451; against $396,941 for the correspondi period of 1871—a decrease of $43,490. To earnings since April 1, 1872, $5,143,223—an crease over the same time in 1871 of $550,462.

☞ The Chicago and Alton Railroad Com ny have commenced running passenger tra through from Chicago to Jefferson City over th main line from Chicago to Bloomington, the to Road house over the Jacksonville division, a thence to Jefferson City over the Missouri divis of their road.

☞ The Tunkhannock and Montrose (Pen Railroad, it is expected, will be completed beginning of the coming winter. It will ope fruitful dairy and stock country.

Journal of Railroad Law.

ILROAD COMPANIES—RIGHT OF EMINENT DO-
MAIN—TAKING OF LAND FOR PASSENGER DE
PORTS.

The facts in the late case of the New York and
rlem R. R. Co., *vs.* Kip and others, (46 N. Y.,
3,) are fully and clearly stated in the following
nion by—

ALLEN, J.—That the land and premises, the
e to which the applicant seeks to acquire by
se proceedings, are required for the purposes
the corporation is beyond dispute, as is also the
t that the corporation has been unable to agree
the purchase, by reason of the unwillingness
nability of the owners, the present applicants,
reat for the sale of the same for railroad pur-
es.

he best and highest evidence of the necessi-
of the applicant is that, since, 1858, the com-
y has been in the actual use and occupation
e land, at a large annual rent, and at a large
enditure for structures thereon, for purposes
nected with the running and operating its
oad. While courts will not allow railroad
orations to avail themselves of the statutory
t of power to take lands *in invitum*, by tak-
hat which they do not require for a *bona fide*
ose, sanctioned by the act of the legislature,
really required in good faith for the pur-
s of the act, they will not interfere to pre-
the taking. (Webb *v.* The Manchester and
s R. Co., 4 Mylne and Craig, 116). It is now
too late to object, that the objects and pur-
of railroad corporations are not public, or
he duties devolved upon them, and the ser-
rendered by them, are not of a public charac-
nd in furtherance of public interests.

public have an interest in the use of a
ad, and in the proper performance of every
within the franchise conferred upon a rail-
corporation, and hence every facility needed
ch corporation is for public purposes, and
ver is required to enable the corporation to
m its duty to the public, is within the prin
which permits a delegation of power to it.
ight of eminent domain, which is but a
of the people or government to resume the
ion of lands for public use and, subject to
right property is always held, may be
ted to individuals, corporations, or munici-
s for like use, and that the construction
erating of a railroad is such a use as jus-
delegation of this right is now beyond
n, and is not open for consideration, (*In*
S. R. Co. *v.* Davis, 43 N. Y., 137; Beek-
v. Saratoga and Schenectady R. Co., 3
5.) It is undoubtedly true, as claimed in
of the appellants, that the grant of power
n derogation of common rights is not to
nded by application; and that the act con-
the power must be strictly complied with.
principles are elementary. But statutes
g these powers are not to be construed so
, or so strictly as to defeat the evident
s of the legislature. They are to receive
nably strict and guarded construction, and
ers granted will extend no further than
ly stated, or than is necessary to accom
e general scope and purpose of the grant.
remains a doubt as to the extent of the
after all reasonable intendments in its favor, the doubt should be solved adversely to the claim of power. The purposes for which lands may rightfully be condemned to the uses of a railroad company are not necessarily confined to those needful for the track; but the legislature may confer the right to take lands compulsorily for all needful purposes of the road and works proper and necessary to enable it to perform the public service authorized by its charter. The extent of the power depends upon the terms of the grant. The act under which the power is sought to be exercised by the present applicant, authorises the taking of any such estate which it shall require, "for the purposes of its incorporation, or for the purpose of running or operating its road." (Laws of 1869, Chap 237 § 1.) The language of the act is very general and comprehensive. If lands are required for any of the purposes of the incorporation, or for the purpose of operating and running the road, that is, in the proper enjoyment and exercise of the franchise conferred, and in the performance of the service to the public assume by it, they may be taken *in invitum*. The only limit to the power is the reasonable necessity of the corporation in the discharge of its duty to the public. The right to take lands upon which to erect a manufactory of cars, or dwellings for operatives is not included in the grant. Such purposes are not legitimately and necessarily connected with the management, the running and operating of the railroad. (Eldridge *v.* Smith 34 Vt., 484; Brainerd *v.* Peck, id., 496) Neither can lands be taken for a mere subsidiary or extraordinary purpose. But passenger depots, convenient and proper places for the storing and keeping cars and locomotives when not in use, proper, secure and convenient places having reference to the public interests to be subserved, for the receipt and delivery of freight, and for the safe and secure keeping of property between the time of its receipt and despatch, or after its arrival and discharge, and before its removal by the owner or consignee, are among the acknowledged necessities for the running and operating the railroad, to the proper prosecution of the business in the interests of the public. They may be regarded as indispensable to the accomplishment of the general purposes of the corporation, and the design of the legislative grant.

The purpose and object for which these lands are required are clearly within the scope of the grant. In the Rensselaer and Saratoga Railroad Company *v.* Davis (supra), the application was not for the *bona fide* purposes of the corporation, but for speculative purposes, and in fraud of the act conferring the power. The lands were not wanted for any legitimate purpose authorized by the act; and the court, in the just exercise of the power vested in it, to supervise and control the discretion of corporations in the exercise of statutory powers, and following well established precedents, by its decision prevented the appropriation of individual property to private use. (Flower *v.* London, Brighton and South Coast R. Co., 2 Drew and Sm., 330.) It is claimed that there are other lands in the same vicinity, equally well adapted to the use of the applicant, as those sought to be acquired by these proceedings, and which, possibly might be acquired by purchase from the owners. But such objections to these proceedings are untenable. The location of the buildings of the company is within the discretion of the managers, and courts cannot supervise it. The legislature has committed to the discretion of the corporation the selection of lands for its uses, and if the necessity of lands for such purposes is shown, and the lands sought are suitable, the courts cannot control the exercise of the discretion, or direct which of several plats of ground shall be taken. If the taking of one plat of ground in preference to another could be shown to work great mischief, and result in great loss, which could be prevented by taking another, and the proceeding to take one parcel compulsorily, in preference to another equally well adapted to the use of the company, is from some unworthy or malicious motive, and not in the interests of the public, the court might entertain the question, and in the exercise of a sound discretion withhold its consent to the appropriation. But in this case there are good reasons, resulting from the present occupation of, and the expensive improvements put upon these premises by the appellant, why they should be taken, if suitable and proper, for the purposes required, the owners not claiming that they will sustain any especial injury peculiar to themselves, which would not be sustained by the owners of adjacent lands if taken.

The only other question that need be considered, is the objection that there is no present necessity for these proceedings, for the reason that the applicant is now the lessee of the premises for a term having several years yet unexpired, with the right to occupy them for any of the purposes of the incorporation. The evidence shows, that since the taking of the lease by the applicant, the business of the road has greatly changed in character, as well as increased in amount and volume; that the growth and increasing commerce of the city has made necessary great and material changes in the location of the depots, freight and car houses, and other works and structures of the company; that the protection of the city against fires, as well as the proper security and protection of property intrusted to the corporation, while legitimately in its custody in the prosecution of its authorized business, as well as to enable it to furnish to the public the reasonable and proper facilities which are demanded by the necessities of the appropriate business of the corporation, require that the present temporary and combustible structures on the land should be removed, and larger and more permanent structures take their place, less liable to destruction by fire, and which would furnish a better and more desirable, as well as more safe and secure, deposit for goods while necessarily in its custody, and that such improvements would cost at least $125,000. The making of these improvements are directly in and for the public interests, and not merely a matter of convenience or profit to the corporation. The public cannot reasonably require these expensive and permanent buildings to be put upon lands of which the railroad company is not the owner, and of which it has the use for a period less than ten years, without the privilege of a renewal of the lease, or a right to purchase the premises at the expiration of the term. The value of the materials upon a removal of the buildings would be but trifling compared with the cost and value of the buildings themselves. The necessity is a permanent necessity and the uses

are permanent and not temporary. The right to use the property under the lease is temporary, and does not supply the permanent necessities of the company. A usufructuary, either temporary as to its continuance, or limited in its character, does not give to the applicant the property, the land which it has a right under the statute to acquire for its purposes. Whenever the interest acquired under its lease is not such an interest as the proper running and operating its road requires, there can be no good reason why proceedings may not be taken to acquire the land in place of the term under the lease. The necessity is a present, having respect to the present wants of the public, and the application is based upon the present business of the corporation, and the wants of the public, and not upon any future and contingent or conjectural needs, either of the corporation or the public. The taking of the lease does not create an estoppal against this application. The application is not to condemn the rent, or the right to the rent for the term. It is to acquire the land, subject to the lease, the remedy which has become necessary for the purposes of the corporation.

The order must be affirmed with costs.

San Francisco and St. Louis Railroad.

The Atlantic and Pacific Railroad Company, which proposes to build a road from San Francisco to St. Louis, has inaugurated its work by leasing the Pacific Railroad of Missouri for a period of 999 years, the Atlantic and Pacific guarantying 5 per cent. per annum on double the amount of the present stock of the Pacific of Missouri (which now stands at $3,635,750) for the next two years, and 7 per cent. for the remaining 995 years. The Pacific Railroad of Missouri extends from St. Louis to Kansas City, 283 miles, with a branch from the latter place northward to Atchison, 46 miles. The next step would naturally be a negotiation for the control of the Kansas Pacific, extending from Kansas City to Denver, 638 miles, which would leave between 1,300 and 1,400 miles of road to build from that point to San Francisco. It is reported that San Francisco will donate $10,000,000 toward building this road, and the question of St. Louis donating a similar sum is being agitated in that city.—*Chicago Tribune.*

Toledo, Tiffin and Eastern R. R.

The contract for building the bridge over the Maumee river at this point, for the Toledo, Tiffin and Eastern Railroad, has been let to the Smith Bridge Company of this city. The preliminaries for active work along the entire section of the road through this city and to the State Line, are being arranged, and in a few days we expect to be able to chronicle the fact that ground has been broken on both sides of the river. Iron for this road is being delivered both at Tiffin and this city, and the ensuing three months will witness great activity along the entire line.—*Toledo Blade.*

☞ The new road between Tecumseh and Adrian is all graded with the exception of about two miles, and the work is being pushed along rapidly. A large force is at work north of Adrian, and it is said all the difficulties that existed between that place and Fort Wayne have been overcome.

☞ The track laying on the East St. Louis and Falling Springs railroad is completed as far as Cahokia, and J. W. Conlogue, the contractor, intends to have the whole line finished by the first of August, to Falling Springs, as also the branch to Carondelet.

☞ The Vineyard Sound Railway, a branch of the Old Colony and Newport Railroad, was opened to Wood's Hole on the 18th inst.

☞ Col Thos. A. Scott has appointed Major George N. Smith quartermaster and chief engineer of the Southern Pacific Railroad.

☞ The Missouri, Kansas and Texas railroad is now finished to Limestone Gap, a distance of 555 miles from St. Louis.

☞ The trains are now running regularly from Bridgeport to Bedford Springs, Penn.

NOTICE.

All the Machinery of the New York Railroad Chair Works at private sale. Two Chair Machines; Three Burden Spike Machines; Bolt Heading Machine; Patent Bolt Cutters; Cold Pressed Nut Machine; Heavy Presses, Shears; One 60-horse Engine; One 20-horse do., Boilers, Lathes, &c., &c., at low prices. All in the best order. Apply at factory cor. Morgan and Washington streets, Jersey City, or J. B DAVENPORT, 85 John street, N. Y. (Box 3,041, P. O.) Lists at both places. This is a rare opportunity to buy *good* machinery.

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TO RAILROAD CONTRACTORS.

OFFICE OF BALTIMORE SHORT LINE RAILWAY COMPANY,
Athens, O., July 4, 1872.

SEALED PROPOSALS WILL BE RECEIVED at this office on the 1ST DAY OF AUGUST, 1872, until 4 o'clock P. M. for the grading and masonry of eighteen sections, averaging about one mile in length, of the Baltimore Short Line Railway, in the counties of Athens and Washington. These sections embrace large quantities of masonry, excavation and embankment, and are worthy of the attention of experienced contractors for heavy work.

The work now offered for competition is the same for which proposals were received in October, 1871, but which was not then let on account of legal impediments. All bids heretofore made will be considered as withdrawn.

Specifications and forms for contract will be in readiness for exhibitors at this office on and after July 23.

The right to reject any and all bids is reserved to the Railway Company.

JOHN WADDLE, President.

CIRCULAR SLIDE VALVE.—TO RAILROA Managers and other Users of Steam Power.—I w guarantee an addition to the working-power of any loc motive or slide-valve engine of one-third to one-half, very small cost and no increase of running expens Tests desired everywhere. Circulars free.
4t27 J. F. TALLANT, Burlington, Iow

Office of Illinois Central Railroad Co., New York, July 2, 1872.

A DIVIDEND OF FIVE PER CENT., free of Go ernment tax, has been declared by this Compar payable on the first day of August next, to the holders full-paid shares registered at the close of the thirteen day of July instant, after which, and until the fifth day August next, the transfer books will be closed.
L. V. F. RANDOLPH, Assistant Treasurer.

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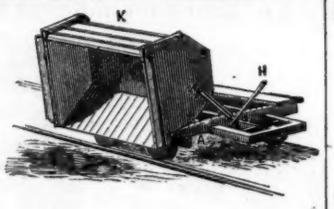

Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 30, steamer HENRY CHAUNCEY, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer SACRAMENTO, Capt. ——, touching at Acapulco, Manzanillo, Mazatlan and Cape St. Lucas, and also connecting for all Central American and South Pacific ports. Departure of 15th each month connects with Panama Railroad Company steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of July 27.

Steamer AMERICA will leave San Francisco, Aug. 1, 1872, for Japan and China.

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The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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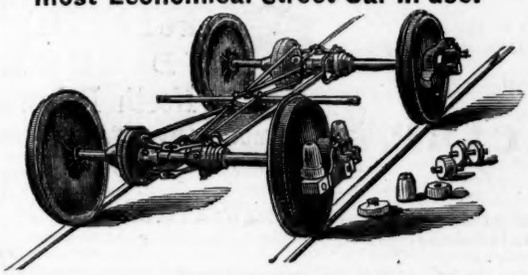

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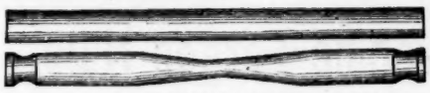

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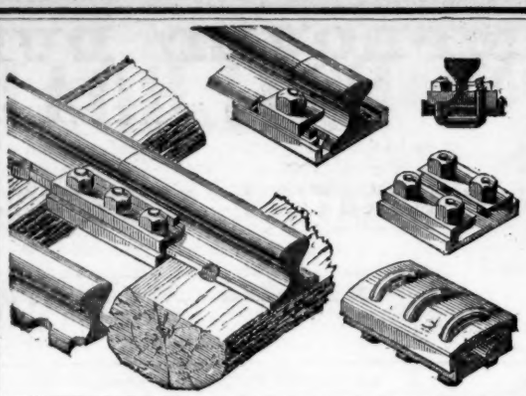

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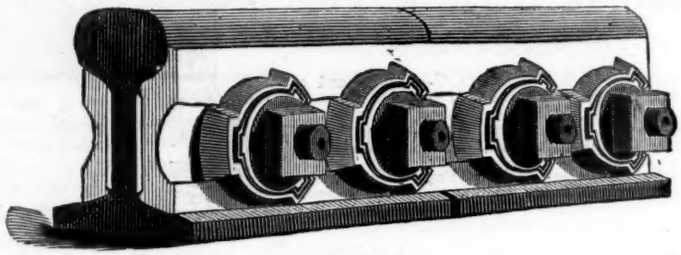

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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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